

Ermolenko takes U.S. Speedway title

CYCLE NEWS

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'94 FIRST RIDES!

**On the track with the Kawasaki KX125
...and on the trail with the Husky WXE**

WORLD CHAMPIONSHIP ROAD RACE SERIES

**Barros wins his first 500cc GP,
Harada takes 250cc title in Spain**

WORLD SUPERBIKE CHAMPIONSHIP

Russell holds his ground in Italy

TIME DATED MATERIAL MAILED OCTOBER 5, 1993

IN THE WIND

By Papa Wealey

Georgian **Scott Russell** (Kaw) won both legs of the World Championship Superbike Series round held in Donington Park, England, October 3. Russell topped his championship rival **Carl Fogarty** (Duc) and teammate **Aaron Slight** (Kaw) in the first leg before beating Slight and **Jamie Whitham** (Yam) in the second race. Fogarty crashed out of the second race while disputing the lead with Russell, scoring no points and allowing the Georgian to stretch his points lead to 32 points, 361.5-329.5, with two rounds remaining in the series.

Loris Capirossi (Hon) won all three 250cc races at the Superprestigio International Road Race in Barcelona, Spain, October 3. Capirossi, who finished second in the 1993 250cc World Championship, topped fellow Italian **Doriano Romboni** (Hon) in all three races with German **Jochen Schmid** (Yam) finishing third. **Kenny Roberts, Jr.** (Yam) finished fourth overall with three fourth-place finishes. The 125cc portion of the Superprestigio was won by German **Ralf Waldmann** (Hon).

The fifth round of the Open Ducados Cup Series was held the day prior to the Superprestigio and the 250cc class win went to **Kenny Roberts, Jr.** (Yam). Roberts beat his teammate **Sete Gibernau** (Yam) and German **Bernd Kassner** (Apr). With championship leader **Luis D'Antin** (Hon) crashing out of the race, Roberts Jr. takes over the lead in the Spanish National Championship, 105-95. With his second place finish in the 125cc class, recently crowned 125cc World Champion **Dirk Raudies** (Hon) wrapped up the 125cc Spanish title. Raudies was beaten in Barcelona by Australian **Garry McCoy** (Apr). The 125cc race was won by **Jorge Martinez** (Hon), but the Spaniard was disqualified for using an illegal ignition system.

Mark Colomer (Beta) was the winner at the final round of the World Championship Observed Trials Series, held in Pateley Bridge, England, September 26. **Amos Bilbao** (G-G) finished second with recently crowned World Champion **Jordi Tarres** (G-G) finishing third.

Mike Kiedrowski (Kaw) was the 250cc/Open Pro class winner at round two of the AMA Dirt Shirts Fall Classic MX Series, held at Raceway Park in Englishtown, New Jersey, October 3. **John Dowd** (Kaw) was the runner-up, and **Keith Johnson** (KTM) was third. **Tim Ferry** (Yam) topped the 125cc Pro class, edging out **Barry Carsten** (Suz) and **Todd DeHoop** (Hon).

David Aldana (Bul) won the Modern Vintage 250cc class at the AHRMA Days of Glory dirt track in Weedsport, New York, October 3. Aldana topped **Donnie Warf** (Ossa). In the Modern Vintage 601+ class, Aldana (BSA) finished second to **Arnie Mahne** (Nor). Former MX and Supercross Champion **Jimmy Weinert** (Hon) edged **Craig Breckon** (BSA) to win the Modern Vintage 600cc class.

Scott Summers (Hon) won the 11th round of the AMA Grand National Cross Country Series in Elkins, West Virginia, October 3. **Doug Blackwell** (Kaw) was second ahead of series points leader **Fred Andrews** (Yam), **Jan Hrehor** (Yam) and **Terry Cunningham** (Kaw). Three rounds remain in the series.

Three-time World Champion **Wayne Rainey** underwent spinal surgery at Centinela Hospital in Inglewood, California, on Thursday, September 18.

The surgery, performed by Dr. Robert Watkins, was a reduction and fusion of the fractured and dislocated thoracic vertebrae at T6-7. The reduction was carried out using the TSRH internal fixation system in which metal rods are used to obtain a reduction of the dislocation and to maintain the position of the reduction until the fusion heals; the spinal column has also been realigned and held in place. The Californian, who suffered paralyzing spinal injuries when he crashed his Marlboro Yamaha while leading the 500cc Italian Grand Prix at Misano on September 5, is in stable condition and remains paralyzed from the chest down. According to a press release from Marlboro, Rainey has begun an extensive rehabilitation program designed to return him to as high a functional level as possible. Those wishing to send cards or letters to Rainey should send them to: Wayne Rainey, c/o International Racers Inc., 1633 E. 4th St., Suite 132, Santa Ana, CA 92701.

French Canadian road racer **Miguel DuHamel** has not signed a contract with Harley-Davidson, according to his manager Alan Labrosse. Contacted on Monday, October 4, Labrosse, however, did confirm that he is talking to Harley-Davidson about the possibility of DuHamel riding the long-awaited Harley-Davidson V-twin superbike in the 1994 AMA National Championship Road Race Series. "It's a possibility," Labrosse said. "I won't hide the fact that we've been talking to Harley-Davidson." Labrosse said that he and DuHamel have declined offers from both Rob Muzzy's Kawasaki team and Martin Adams' Camel Honda squad for next season. "We are still negotiating with some teams and we'll make an announcement when something happens." Though Labrosse wouldn't name specific teams, he did confirm that DuHamel has both World Superbike and Grand Prix offers for 1994.

Rothmans, the tobacco concern which is pulling out of the World Championship Road Race Series after nine years, 77 Grand Prix wins, and seven World Championships, threw a farewell party at the FIM Grand Prix in Jarama, Spain, September 26, which was attended by most of their former World Champions. **Eddie Lawson**, who won the last of his four 500cc World Championships aboard a Rothmans Kanemoto Honda in 1989, was one of the former champions in attendance. Contrary to recent speculation, Lawson said he was not seeking a GP ride for 1994. Also in attendance were **Anton Mang**, 250cc World Champion in 1987, and Marlboro Roberts Yamaha's **Luca Cadalora**, who finished the season in fifth place in the 500cc class, and who won the 250 World Championship in 1991 and 1992. The only former champions missing were Yamaha Motor France's **Freddie Spencer**, 250 and 500cc World Champion in 1985, who was recovering from injuries suffered at the U.S. GP and Australian **Wayne Gardner**, the 1987 500cc World Champion, who was testing a car in Australia for the October 3 Bathurst 1000 endurance race. Honda has yet to announce a sponsor for 1994, though a number of names have been mentioned. Among them are Sega, the video game company, Fosters, the Australian beer company, and, as a last resort, Honda Motor Corporation. HRC (Honda Racing Corporation) will field a GP effort next year, regardless of whether they find a sponsor, and work on next year's factory bikes is continuing.

Helmut Bradl has lost his HB Honda



They're the 1s

Newly-crowned 500cc World Champion Kevin Schwantz (left) was given the opportunity to show off his new number at the final round of the World Championship Road Race Series in Jarama, Spain, September 26. Schwantz was joined by 250cc World Champion Tetsuya Harada (center) and 125cc World Champion Dirk Raudies (right).

works bike to fellow German, and 125cc competitor, Ralf Waldmann. Bradl is hoping to stay in the World Championships and holds out a small hope of getting on with the Lucky Strike Suzuki 250cc team as well as an Aprilia team. Aprilia has a great interest in the German market. If no Grand Prix ride surfaces, Bradl will likely ride a Honda RC45 backed by the German Honda importer in the World Superbike series. The 32-year-old German has spent his entire career with Honda.

Part of Bradl's future is dependent on whether Aprilia goes forward with their 400cc twin project for the 500cc class and whether they elevate current 250cc rider **Loris Reggiani**. But the project appeared less likely at the final GP in Spain. Aprilia team manager **Carlo Pernet** said there is an engine on a test bed, though no chassis has been built. He gave the project a 50/50 chance of reaching fruition. Reggiani said, "If Aprilia would like to do it and they ask me to develop the bike, I would be happy to do it."

FIM Safety Director **Hans Bahmer** recently inspected the Road America circuit in Elkhart Lake, Wisconsin, in anticipation of a World Championship Superbike race, but found it lacking. "In this version, it's not okay for bike races," the former racer said. "The problems are the surface has many cuts, is very slippery, and is very, very bumpy. All the curbs are so high and they continue on well around the corners. That's okay for car races, but not for bikes. If you hit one of them it's like a trampoline. They must remove Armco from around the carousel. It's a very dangerous zone. They said they will remove it 45 meters from the track and install gravel pits. They said they can do the work by the end of March. There will be an inspection in March and, later, a final inspection. The track is in a very good position for a crowd, near Milwaukee and Chicago. We prefer and we support this. But I will not homologate for two groups of people. I won't say it's good for superbike, but not good for Grand Prix." Bahmer said the FIM calendar will be set in the middle of October and he did not expect that Elkhart Lake would be on the World Superbike calendar for 1994, though he said he didn't set the calendar. "This is a

decision of Mr. Flammini (the organizer of the World Superbike Series)."

New Zealander **Andrew Stroud**, who contested both the AMA Superbike series and the 500cc Grands Prix, continues to be the busiest racer in the world. He'll be riding the same La Croix Motorsports Ducati 851 that he's campaigned on in the AMA series at the final World Superbike round in Mexico City on November 7. Before that he'll be riding in international races in Macau and Indonesia on the Harris Yamaha he's been on much of the season. "The last three or four GPs it's been getting better," he said. "I've always had a front end chatter. We found every time we were doing the front axle up, it would bind the forks at the bottom and pull it together every time the forks moved. Now it's much easier to ride." Stroud said he'd like to do another year on the 500s, but would like more power. "I haven't been happy with the speed of the bike. We're 10 Ks (6 mph) down on the slowest privateers, 20 Ks (12 mph) down on the good private bikes like (Niall) Mackenzie and (Juan) Lopez Mella, and 30 Ks (18 mph) down on the factory bikes."

The FIM Constructors Championship has been won by Yamaha in the 500cc GP road race class, 269 points to 264 for Suzuki, though much has been made of the fact that the Marlboro Roberts Yamaha team has been using a ROC chassis for the second half of the season. **Serge Rosset**, who builds the ROC frames, anticipated the problem. "My contract with Yamaha is clear. When they order something from me, it's a Yamaha. I am a sub-contractor. I supplied the first frame. After the first frame, I delivered frames to Team Roberts. We made an agreement where they consider me a sub-contractor to build these under the Yamaha name. It's their name, their plans, their wishes. Everything is built with orders from Yamaha. I thought this was a good opportunity to have a good position in the championship. You must never forget that without engines I cannot do anything." IRTA's Paul Butler said he understood the problem, adding "It's not as definitive as in Formula One. We continue to define it on the basis of the entrant until you get a genuine construc-

tor. That chassis, as everyone knows, is a 1991 Yamaha. If somebody is a bona fide entry from the beginning of the season, that's how it stays. I can understand why there's a little bit of confusion and that's why it will be more clearly defined next year." The title was once used prominently in advertising, especially in Japan, but it has lost some of its cachet. The recipient gets a mock vellum certificate. "It used to be a real vellum certificate," Butler joked.

Beginning on April 24, 1994, **MRA Racing** will begin operation of Delta Raceway in Michigan. The racetrack, formerly operated by the Glass City Motorcycle Club, will feature motocross racing on Saturday nights. The 1994 MRA Racing program will also include weekly racing at Milan Cycle City and Leamington Raceway.

The inaugural **Golden Cup Supercross** will take place on November 6-7 in Fukuoka City, Japan in the newly-built, 52,000-seat Fukuoka Dome. Forty American riders are expected to compete, along with 80 top Japanese riders, for a \$200,000 purse, according to MJD Sports Entertainment, the promoters of the event.

Frank Zlock, a road racing enthusiast and a Charter Life member of the AMA, died on September 25 from injuries suffered in a crash during a vintage road racing practice session at Portland International Raceway in Portland, Oregon. Zlock is survived by his wife Shirley and sons, Dan and Dale.

Among the entries for the **Macau Motorcycle Grand Prix**, scheduled for Saturday, November 20 in the southeast territory of China, are road racers **Michael Barnes**, **Chuck Graves**, **Fritz Kling**, **Dave Sadowski** and **Steve Crevier**. The north American contingent will go up against the likes of New Zealander **Andrew Stroud**, and Europeans **Sean Emmett**, **Peter Rubatto** and **Jeremy McWilliams**.

The promoters of the final round of the World Championship Superbike Series scheduled for November 5-7 in **Mexico City**, Mexico, are offering airfare/hotel/VIP packages for fans wishing to make the trip from the United States. The race is expected to decide the World

Championship between the two top contenders, Georgian **Scott Russell** and Brit **Carl Fogarty**. Two-time World Champion and current AMA Superbike National Champion **Doug Polen** will also be racing in the final round of the series. For more information, contact Loyal Truesdale at 213/464-5720.

Will riders winning 500cc Grands Prix on Cagivas soon be accepting Lamborghinis instead of Ferraris? According to AutoWeek, Chrysler will accept nearly \$60 million to sell **Lamborghini** to a partnership involving the Castiglioni brothers, owners of **Cagiva**.

Four-time World Champion **Eddie Lawson** finished second in the Indy Lights car race at Laguna Seca Raceway in Monterey, California, October 3. Lawson, in his best finish of his rookie season of racing, was topped by series champion **Bryan Herta**.

More ex-motorcycle racers making good in car racing. Many readers may remember the name **Gregg Hansford**. The Australian won four 250cc road race GPs on a factory Kawasaki in 1978, and finished second in the 250cc World Championship in 1978 and 1979, before a leg injury cut his career short. Now a successful car racer in Australia, Hansford and his team won the Bathurst 1000 endurance on October 3; former 500cc World Champion **Wayne Gardner** finished third in the same event.

During the 25th running of the U.S. National Speedway Championship in Costa Mesa, California, October 2, the American flag was at half mast in salute to **Bob Inman**, 55, who died on September 29 after a lengthy battle with cancer. Inman, an employee of Cirello Racing and father of helmet painter Kelly Inman, served as a liaison between the riders and the Speedway Racing Association. "There wasn't a rider in speedway that Bob hadn't helped at one time or another," said 1987 National Champion **Brad Oxley**. "Every guy in the pits would go over to the van to see Bob whether they needed parts or not. He was always there for speedway. He loved it. All the guys will miss him." The riders circulated through the stands with their helmets during intermission to collect donations which will help cover funeral costs.



The newest Beemer

BMW's latest on/off-road model - the GS - is all new for 1994. As expected, it features BMW's new 1100cc air/oil-cooled two-cylinder eight-valve Boxer engine that was introduced last year on the sport/touring R1100RS street bike. It differs from the RS motor in that it has been tuned for more bottom-end power and torque, and less top-end power. The GS also features BMW's unique Telelever front suspension system and a single, centrally located rear shock design. Dual disc brakes (instead of a single disc) are now used up front, and a single rear disc brake replaces the drum design of the past; ABS is also now available as an option on the GS model. The large gas tank holds 5.5 gallons. Other features include an adjustable seat and windshield, integrated ignition and handlebar lock, and plastic cylinder head protectors. The new BMW R1100GS will be available in the U.S. sometime next spring.

Six former National Speedway Champions may have been racing in the U.S. National field on October 2, but there were actually seven in attendance as two-time National Champion **Kelly Moran** spectated at the event. The retired Moran said that he hopes to return to Europe to resume his racing career in February of 1994. "I've just taken some time off, but I want to get right back in it," Moran said. "I want to ride over there, but I want to ride here too." Moran feels he could still be competitive. "I think I could do it again," Moran said. "It's all in the getting."

Though the American speedway season is finished for the year, **Bobby Schwartz** has racing to do elsewhere. Schwartz is scheduled to leave for England to compete for **Team USA** in the next test match against **Team England**. Schwartz may also head to Australia to compete on the **Ivan Mauger** tour. **Billy Hamill** was scheduled to return to England on Thursday, October 7 and will also compete in the test match against England. Hamill rides for the **Cradely Heath Heathens** in the British league.

Though all the riders in the U.S. National Speedway Championship are serious about winning the title, some are more serious than others. **Brad Oxley**, Russell Racing's only rider, had four Weslakes in the pits, one of which had \$10,000 worth of engine work. Oxley said that he hoped he didn't have to use the all-titanium motor as it is too powerful for the tiny Costa Mesa oval. "Five years ago this motor could have won the World Final," Oxley said. "But over here on the small tracks it's too hard to gate on. You either wheelie or dig a trench."

Not to be outdone by Oxley, **Sam Ermolenko** had a PPT 500 in the pits to back up his GM. Manufactured briefly in England by Phil Pratt during the early '80s, the motor, which is essentially a

highly refined Weslake, is extremely rare, as are spare parts. But Ermolenko, who runs his own motor shop in England, has no worries should anything ever go bad. "If anything blows up we'll just manufacture it ourselves," Ermolenko said.

Steve Johnson has left his position as team manager for Vance & Hines Yamaha. Johnson will likely be replaced by crew chief/engine builder **Jim Leonard**. Neither team owner **Terry Vance** or Johnson were available for comment.

PURCHASED: R.M. Engineering, a Chicago-based company that manufactures high-performance header systems for Harley-Davidsons, by Brad Shubert. For more information contact Shubert at 618/758-2663.

CANCELLED: The final two 1993 off-road events scheduled for Ventura Raceway in Ventura, California, on October 16 and November 13, due to scheduling changes and track repairs. All championships will be declared official based on standings after the September 18 event. For more information contact Ventura Raceway at 805/656-1122.

BORN: Brian Joseph Naston, to Supercross/MTEG announcer Larry Naston and his wife Terri, September 28, in Palmdale, California.

CORRECTION: An item we ran last week regarding Ricky Graham's plans to compete in the AMA/CCS Race of Champions at Daytona International Speedway gave an incorrect date for the road race. The actual date of the Race of Champions is October 22-24.

CORRECTION: In a story on the Gran Carrera de San Felipe in B.C., Mexico, which took place September 18, we

Continued on page 4

Nat'l trail-funding budget at stake

According to the AMA, millions of dollars in funding for America's trails will be at stake in an upcoming Congressional Conference committee, and they are urging motorcyclists to express their support for this important measure. On September 29, a U.S. Senate committee voted to appropriate \$15 million to the National Recreational Trails Trust Fund for fiscal 1994. However, a House version of the same appropriations measure does not include any money for the trail fund. Once the bill - designated H.R. 2750 - passes the full Senate, the two versions will go to a conference committee charged with working out the differences between them. The trails fund, passed in 1991, is authorized to receive up to \$30 million per year for construction and maintenance of off-highway trails for motorized and non-motorized recreation. But the federal government has refused to spend the entire amount on the program in the past.

The AMA, working with Senator Ben Nighthorse Campbell (D-Colorado), lobbied for full funding for the program, while the Clinton administration recommended \$15 million for the fund in its 1994 budget.

Lawmakers were expected to have a new appropriations package in place by the time the old plan ran out on September 30. Instead, Congress has approved a resolution that essentially extends the funding deadline. That delay gives motorcyclists an opportunity to help keep the Senate's version of the transportation appropriations package intact.

Motorized recreation enthusiasts interested in supporting the trails program are urged to contact two key members of the House-Senate conference committee, asking them to vote in favor of the Senate's \$15 million appropriation for the National Recreational Trails Trust Fund. Those committee members are Sen. Frank Lautenberg (D-New Jersey) and Rep. Bob Carr (D-Michigan).

Motorcyclists can reach Sen. Lautenberg at 506 Hart Senate Building, Washington, D.C. 20510 or by calling 202/224-4744. Contact Rep. Carr at 2347 Rayburn House Office Building, Washington, D.C. 20515, 202/225-4872.

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ON THE FRONT PAGE:

We ride Kawasaki's KX125 motocrosser and Husqvarna's WXE125, 250 and 360 off-riders. For our impressions, turn to pages 14 and 18. Photos by Kinney Jones and Chris Jonnum.

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VOICES

 Letters to the editor

Vintage Thanks

Having just returned from Steamboat Springs Bike Week, I am still amazed. This event has grown to proportions well beyond any of original expectations and has done so with grace.

This year's entries, approximately 1100 of them, represented an absolute confirmation of the dedication, spirit and enthusiasm of the AHRMA members. It also set a new standard for promoters of vintage events everywhere to aspire to.

An incredible job by one and all. Now the only problem us - how to top 1993? On behalf of all in attendance, thank you and congratulations.

Rick Doughty
Fresno, CA

Vintage Iron's Doughty was one of the stars of the Steamboat Springs Vintage Festival, riding the same 1962 BSA Gold Star in the dirt track, trails, motocross and road race events in Colorado...Editor.

Kudos To Scalzo

I've followed Joe Scalzo's stories in *Cycle News* and also in *On Track*, a car racing publication. Whoever thought that publishing Mr. Scalzo's work was a good idea should be given a raise. Whoever is responsible for not publishing his articles sooner should be fired at once.

Great stories, impeccably written. Keep him busy.

Hector Cademartori
Laverne, CA

Nevada, or bust

A few weeks ago I read with great interest your story on the Acerbis Nevada Rally. Then last week I saw the TV report on the same event. A few thoughts came to mind.

First, it is very good to see a company like Acerbis roll up its sleeves and take on what must have been a tremendous amount of work to put on an event of the Nevada Rally's stature.

Second, Acerbis office is not far from my home. After my next pay check, I'm going to go over there and do two things - thank them personally for their devotion to our sport and enter the 1994 Nevada Rally.

George Lannon
El Cajon, CA

Thanks, GFI

My dad and I would like to express our sincere thanks to Goat Breker and all of those involved in the recent GFI Racing

truck giveaway at Perris Raceway (Perris, California) on September 4.

What started out as a bad day on the track, with a first-moto crash that left us with a crushed exhaust pipe and a hole in my Suzuki's gas tank, turned out to be the best day ever. We were bummed out after my race and were loaded up and ready to go home when I realized I had qualified to be in the drawing for the truck. You can imagine the greater surprise when I was chosen as one of the five finalists later that evening.

I can't explain the feeling I had when the key in my hand started that beautiful Chevy S-10 pickup. Although we recently moved and now live about 100 miles from Perris, we still consider it our "home" track and will put that new truck to good use with many more trips to Perris Raceway. Thanks again.

Eric Anderson
Quartz Hill, CA

Still the Kings

We are the champions! Congratulations to Mike Kiedrowski, Jeremy McGrath and Jeff Emig. Well done on your Motocross des Nations victory. I am writing this letter in response to Kurt Nicoll's remarks about Jeremy McGrath and America's outdoor motocross tracks. For years now, riders like Kurt Nicoll, Dave Thorpe, George Jobe, etc., have bad mouthed our riders, our tracks and our training techniques, and I'm tired of it.

The truth of the matter showed up when Johnny O'Mara smoked Dave Thorpe while riding a 125 - it was suddenly obvious where the best talent was and still is. Nicoll, Thorpe, Jobe and all of the other foreign riders should have realized one thing a long time ago. "If you can't beat 'em, join 'em." Jean-Michel Bayle did. James Dobb has. Stefan Everts and Greg Albertyn want to. These guys are smart. Come on over and ride our National circuits. Our supercross tracks. Come on over and ride a couple of seasons of supercross and outdoor motocross races and see why the U.S.A. has dominated the world of motocross for the past 13 years. If you leave here a National Champion, you can truly say you are the best in the world. Bayle did it.

Jim Gabriele
Kingsland, GA

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IN THE WIND

 By Papa Wealey

Continued from page 3

misidentified the event sponsor. The correct name of the sponsor is Cycle Parts West, a shop which posted a \$1000 bounty for anyone who could beat Tim Morton and John Flores. The prize went unclaimed, as Morton and Flores scored the overall win.

MOVED: MMF Racing, the MX and off-road accessories company owned by Mike Meade, to 12145 Slauson Ave., Santa Fe Springs, CA 90670, 310/693-9096, fax 310/693-2399.

BORN: Jordan Danielle Armitage, to Petersen Motorcycle Group western sales

manager Dave Armitage and his wife Lynn, September 28, in Los Angeles, California.

MOVED: FMF Racing's headquarters to 25933 Frampton Ave., Harbor City, CA 90710, 310/539-6884, fax 310/539-6605. FMF's development and production will remain at the company's old address.

NAMED: Dana Bell, to the position of western states representative for the AMA. Bell will be responsible for monitoring public land issues and legislation affecting motorcyclists in the west. In addition, she will assist the AMA in improving communications with state and federal agencies.

Who
says
the
pace is S L O W
in



The South **?**

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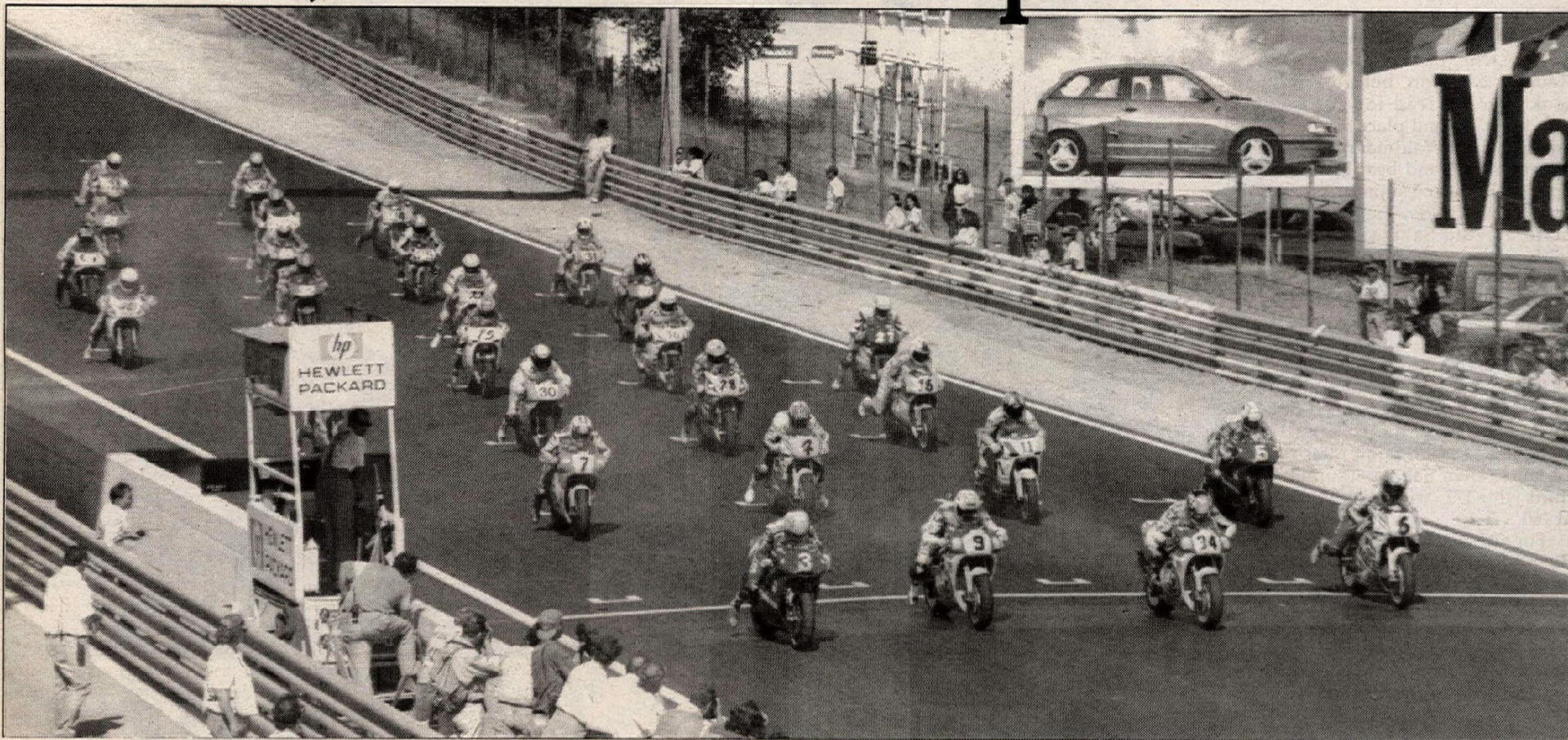
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ROAD RACE World Championship Series: Final round**Barros, Harada triumph in finale**

By Henny Ray Abrams

JARAMA, SPAIN, SEP 26

It began as a weekend without much expectation and ended with a few surprises. The FIM Grand Prix, the final race of a grueling season that began six months earlier, crowned a first-time 500cc winner, an upset 250cc World Champion, and a somewhat predictable World Champion in the 125cc class. All in all, it brought a taxing season to a fitting end with the emphasis back on racing for the crowd of about 60,000 on a brilliantly sunny Spanish afternoon.

Brazilian Alex Barros, a rider until now yet to deliver on a world of promise, finally won his first 500cc GP in the final race of his first year with Lucky Strike Suzuki, and in doing so became the first Brazilian to win a GP in road racing's premier class.

For Barros it was a matter of being in the right place at the right time on the Jarama circuit just outside of Madrid. His bit of luck came on the 18th lap while he was running fourth. Third-placed Luca Cadalora, who had led the race in the early stages, crashed his Marlboro Roberts Yamaha while in third, moving Barros up one spot. Then, on the 21st of 28 laps, the 22-year-old from Sao Paulo took over the lead when leader Shinichi Itoh and his Rothmans Honda crashed in a fast left-hander, taking out Cagiva's John Kocinski, then a close second. Kocinski, who ran over Itoh without injuring him, re-mounted, but his right front brake disc began to break up as he rode away, and he retired.

Rothmans Honda's Daryl Beattie celebrated his 23rd birthday by finishing second, close to five seconds back, with World Champion Kevin Schwantz third on the Lucky Strike Suzuki, still suffering with injuries to his right hand.

"I knew from the start that the tires would be critical and it would be risky to push too hard early on," Barros said.

"My aim was to stay close to the leaders without working the tires too hard. When I got in the lead I tried to go fast and did not want to think about the win. I want to think about my lines until I cross the finish line, then I think about the win."

Barros completed the 28-lap, 66.987-mile race in 44 minutes, 22.944 seconds at an average speed of 90.558 mph. His margin of victory over Beattie was 4.736 seconds.

Spaniard Alex Criville finished fourth in his final race for the Marlboro Honda Pons team. Following the race, Philip Morris Spain, the parent company of Marlboro Spain, announced that Criville would not continue his association with fellow Spaniard Sito Pons next year. Philip Morris said they expected to have an announcement in the next few weeks about their plans.

Fifth and sixth went to Cagiva teammates Doug Chandler and Mat Mladin. Chandler spent most of the race by himself after passing Britain's John Reynolds early on. It was his best finish for the second half of the year. Mladin's finish was his best ever in his debut season on the Cagiva team, though it may not have saved his job. Mladin's manager, Harris Barnett, said after the race that Mladin would not be back with Cagiva next year, despite having two years remaining on his three-year contract.

Yamaha Motor France's Bernard Garcia finished seventh, also a career best, after getting passed by Mladin on the final lap. Next came Scot Niall Mackenzie, the Team Valvoline Yamaha rider slowing with brake problems early in the race. By mid-distance he'd used up his rear tire and had to settle for eighth.

The top two spots in the World Championship didn't change, Schwantz increasing his point total to 248 to Marlboro Roberts Yamaha's injured Wayne Rainey's 214. Rainey remains in a Los Angeles hospital recovering from career-ending injuries in the Italian

Grand Prix at Misano. Beattie, who came into the race tied with teammate Mick Doohan for third, finished third with 176. Doohan injured his right shoulder in the U.S. GP and didn't compete in Spain. Instead, he was able to have surgery - earlier than planned - on the right leg which he injured last year at the Dutch TT. He ended the year fourth in points with 156. Cadalora will carry the number five plate next year, earning 145 points, 20 better than Alex Barros who was sixth best in the 500cc class.

The 250cc World Championship came down to the final race of the year and it was a stunner. Coming into the final race, Marlboro Team Pileri's Loris Capirossi needed to finish third - if Telkor Valesi Yamaha's Tetsuya Harada won the race - to clinch the title. Since Harada hadn't finished in front of Capirossi since the first European Grand Prix at Jerez on May 2, it didn't appear such a tall order. Capirossi was ahead of the Japanese rider until making a tactical blunder with six laps to go. Then, as Capirossi was fighting a rear tire which he'd used up, Harada began his ascendance, moving up to third on the 22nd lap, the same lap in which Capirossi ran off the track at high speed. Harada was then up to second on the 23rd, and past Chesterfield Aprilia's Loris Reggiani for the lead on the 24th. He would win the race, and he won the title in his first attempt.

Reggiani was second, 1.217 seconds back, with Rothmans Kanemoto Honda's Max Biaggi third. Riding for Ducados Honda Pons, Spaniard Alberto Puig was a popular fourth, one better than Capirossi.

"I started today concentrating entirely on winning the race, not the championship," said Harada, who became the first ever Japanese rider to win a 250cc World Championship, and only the second Japanese World Champion. "And I didn't know I'd won the title until I got back to the pits and my team congratulated me."

The 500cc FIM GP gets underway at Jarama with the front row of John Kocinski (3), Alex Barros (9), Kevin Schwantz (34) and Shinichi Itoh (6) leading the way.

lated me. When I was behind Capirossi I could see he had a problem because he was sliding around a lot, but I didn't know he'd run off the track."

Putting the championship into words was something that the 22-year-old from Chiba, a suburb of Tokyo, had a hard time doing.

"Now, it's hard to say what's in my mind," Harada said. "I don't have a special feeling yet: I'm just glad to win this race. But more will come after this."

The only other Japanese World Champion was Takazumi Katayama who won the now-defunct 350cc World Championship in 1977.

In winning his fourth race of the year Harada averaged 89.691 mph. He completed the 27 lap, 64.594-mile race in 43 minutes, 12.677 seconds.

Capirossi, who took over the World Championship points lead with his victory in the U.S. GP, was stoical in defeat.

"I'm second in the World Championship, not last," Capirossi said. "I'm disappointed, but I'm happy because I was fighting for the title until the very end. I tried to slow Harada down a bit at first, but then I began to have some rear tire problems."

The final point standings show Harada with 197, four better than Capirossi. Reggiani finished third with 158, Biaggi was fourth with 142, and HB Honda's Dorian Romboni, who allowed Capirossi to finish in front of him today, ends up sixth with 139.

As expected, the 125cc World Championship went to Dirk Raudies, the German coming into the race with a substantial advantage and riding a calculating race after the onset of rear tire problems while in the lead. He would finish eighth, but easily took the title.

"When I was in the lead I saw some riders behind me and I thought it was better to go back from this group," Raudies said. "One mistake from a rider and I fall down and (Kazuto) Sakata can win this race. It's better that I win the championship."

The 125cc race was won by Marlboro Aprilia's Ralf Waldmann, his first win of the year. The German was part of the pack that had trailed Raudies early on, before Waldmann took over the lead for good with 11 laps to go. Second place would go back and forth, but Waldmann strengthened his advantage and beat FCC Technical Sports' Takeshi Tsujimura to the line by 2.642 seconds. Tsujimura's teammate, Kazuto Sakata, the only rider with a chance of beating Raudies for the title, was third. Marlboro Team Pileri's Fausto Gresini was fourth, just ahead of Team + Co Promotion's Stefan Prein.

Waldmann completed the 26-lap, 62.202 mile race in 44 minutes, 12.494 seconds at an average speed of 84.422 mph.

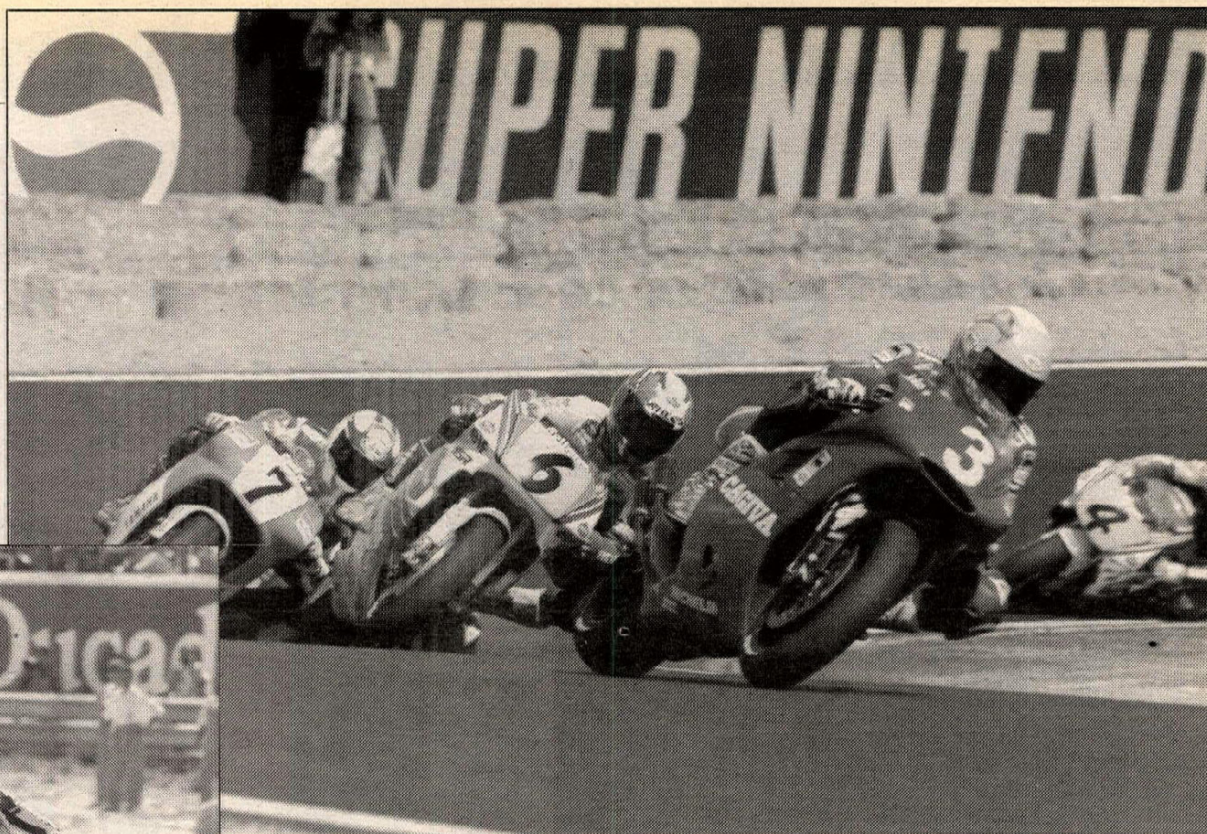
Raudies season point total was 280, 14 better than Sakata. Tsujimura was third with 177, with Waldmann fourth at 160.

For the sixth time in eight races, Biland Racing's Rolf Biland partnered with Kurt Waltisperg to win the sidecar race. It was Biland's 70th Grand Prix win, extending his record for the most wins in any class, two more than 15-time World Champion Giacomo Agostini had won in the 500cc class. Biland

(Right) John Kocinski (3) leads Shinichi Itoh (6), Luca Cadalora (7), Kevin Schwantz (hidden) and Daryl Beattie (4) (Below) The 500cc race win went to Brazilian Alex Barros, the first Grand Prix win of his career.



had clinched the World Championship a race earlier, his sixth World Championship dating back to 1978.



Biland, who finished second in the two races that he didn't win this year, completed the 26-lap, 62.202 mile race in 42 minutes, 39.380 seconds at an average speed of 87.493 mph.

Second place, 2.364 seconds adrift was Steve Webster, the British driver who won the two races that Biland didn't. Webster and partner Gavin Simmons had led the race before being passed by Biland with eight laps to go. Third went to Paul Gudel.

The final sidecar championship total

was 190 for Biland, 119 for Webster, and 106 for ADM Racing's Klaus Kloffebrock, sixth today.

500cc Grand Prix

Schwantz knew that his hand injuries would make it a long race, so he decided to get out front early and control the pace. Cadalora stuck with him followed by Kocinski, Itoh, and Barros.

Cadalora took over the lead on the third lap, he and Schwantz separating from what became a five-rider fight for

Kocinski/Cagiva on pole

Since it was the third Grand Prix in Spain this year, finding a name for the final race of the season became something of a chore. Officially it was called the FIM GP, but it might as well have been called the Meaningless GP, at least for the bulk of the 500cc class. Very little of consequence was on the line - only a few spots in the final championship standings - and the absence of three-time World Champion Wayne Rainey was palpable.

For only the third time in its history, and the first time this year, a Cagiva made its way to the pole position, this one guided by U.S. GP winner John Kocinski (right). The 25-year-old set a new qualifying record of one minute, 32.849 seconds, averaging 92.759 mph on the 2.392-mile circuit just outside of the Spanish capital of Madrid. Recently crowned World Champion Kevin Schwantz had held the previous mark of 1:33.940 which he'd set during the last GP held here, in 1991.



Still, Kocinski felt that he could use a little more power out of the corners.

"We're still trying to make up for the lack of acceleration," Kocinski said. "The team's trying hard. It's not like Laguna where there are fast corners and short straights. It doesn't slow you up as much. Here there are a lot of first gear and stop-and-go corners."

"The bike has not changed that much since I first rode it just four GPs ago, it's just adjustments and small changes. Like I said then, it's a case of me learning how far to take the 500 and getting it set up right. It's the guy who has the bike set up best who goes fastest."

The middle two spots on the front row of the grid were taken by Lucky Strike Suzukis, Brazilian Alex Barros upstaging teammate and World Champion Kevin Schwantz by a quarter of a second. Since Schwantz had clinched the World Championship, it was the first race that Barros felt he could go out and win without facing any consequences.

"When Kevin was trying to win the championship, I knew I couldn't really win. It affected me inside. Now I know I can go for the win and I'm riding better," Barros said.

He added that he thought he might have gone better if he'd been able to sort out his machinery a little sooner.

"My best lap came when my bike wasn't quite right," the 22-year-old said. "Later we changed the suspension and it came better, but then I didn't have the right tire on. Then practice was over and we had not more time, but I think it would have been possible to go faster. I think I have a good chance of winning tomorrow, though it is not so easy to predict. I do know that two weeks ago in Laguna I decided to stay safe to be sure of third place for my first rostrum with Lucky Strike Suzuki."

Barros finished second in the U.S. GP moving up a place late in the race when Mick Doohan fell.

Schwantz was third fastest, the 29-year-old Texan looking for his first race win since the Dutch TT at the end of June. If he was going to do it here his injured right hand would have to cooperate and he wasn't sure that was going to happen.

"At the moment I can go for 10 or 12 laps before I start to lose feeling," Schwantz said. "Dr. Costa has been giving me laser and ultra-sound treatment and might try injections if he's not happy with the progress. I'd like to do real well in the last race of the season and the bike is pretty close now except for a few problems with the front contact in slow corners. It's pretty easy to ride and I could do the times without trouble. I have nothing to gain and everything to lose, but I'll try and keep myself out there, and if I'm in a position to try and win, that's what I'll do."

The first Honda was at the far end of the front row, Rothmans Honda's Shinichi Itoh scoring his first front row start on the fuel-injected Honda NSR500.

"The fuel injection just keeps getting better," Itoh said. "And the big thing here is that we've got it working well on a tight, twisty track for the first time. The bike gets out of turns so much better now."

Fifth fastest, on the pole for the second row, was Marlboro Robert's Yamaha's Luca Cadalora, the Italian testing tires during much of Saturday's qualifying session after having been fastest in Friday's.

"We tried a lot of tires in that session," the 30-year-old Italian said. "And I was a little late changing over to my last tire. We were trying to put a lot of laps in for endurance testing and after we'd made the change there was only time for one more lap. The bike is working well, though we still have one more front to try in the morning warm-up."

"Things look good for the race, but it isn't easy to race in a group here and the start will be vital. If you're not in the first two or three into the first turn you can lose a lot of time on the first lap," Cadalora added.

Next up was Daryl Beattie, the Australian looking for a way to get his Honda to go over the track's many bumps.

"The suspension is what counts here. We've been trying to get the bike to ride the bumps and hold a good line at the same time," Beattie said. "You certainly can't say that my performance was real flash, in fact this afternoon we seemed to go round in circles. I felt confident that I could improve my times, but we simply didn't get things right."

Team Valvoline's Niall Mackenzie was seventh fastest, his best qualifying time of the year after finding the ROC Yamaha was close on set-up right out of the box, partially because the team was getting some tire help.

"We're pretty close to Daryl and the other guys on the front," the Scottish rider said. "For some reason the bike went well straight away. The bumps at Laguna helped us set up for here. Dunlop gave us some good tires they had since Wayne (Rainey) is out."

The final rider on the second row was Cagiva's Doug Chandler, the northern Californian losing precious time trying to sort out his gearbox and losing the use of his better bike when it lost 500 rpm early in the second session.

"I had a hard time getting the gearbox right in every session," Chandler said. "Friday I used a five-speed, but I lost too much time with it."

"The track has gotten bumpier all weekend. There is no way to go off into turn 11 without going over the ripples. When we got here it was smoother. You can see the ripples and the pavement waving up. They re-paved it two weeks ago. Normally it's supposed to be three months, but because they cancelled South Africa late they had to do it now."

Two Spaniards and a Brit and a German filled out the third row, Marlboro Honda Pons' Alex Criville and Juan Lopez Mella ahead of Padgett's Motorcycles John Reynolds and Rallye-Sport's Michael Rudloff.

Thirty-one riders qualified for Sunday's 28-lap final race of the year.

ROAD RACE

World Championship Series: Final round

third with Criville joining the fray on the Marlboro Pons Honda. But Schwantz was back out front on the next lap, a lead that would last for four laps.

Cadalora was back at the point on the eighth lap, Schwantz briefly second as the riders behind began to close up. Kocinski moved by Schwantz on the 10th lap though the pack of six riders - Cadalora, Kocinski, Schwantz, Itoh, Barros, Beattie - were running nose to tail. Further back, Criville was circulating alone after having muffed the start.

"The crucial point has been the start," said Criville. "If I had a good start surely I could fight in the group of leaders."

As the race approached the midway point, Schwantz began to drop back as he lost feeling in his right hand. To try to restore sensitivity, Schwantz would take his hand off the throttle and shake it while holding the throttle wide open and steering with his left hand while on the 1100-yard straightaway.

"In the beginning, after the fifth lap, I was having trouble," the Texan said. "I tried to change the way I was gripping the bar and the way I went into the corner on the brakes. It was really tough riding. I was in fifth or sixth spot and thought about pulling in, but I'd finished every race except for Donington."



(Above) Jean-Philippe Ruggia (17) holds off Loris Reggiani (13) and the rest of the 250cc GP pack in front of a crowd estimated at 60,000. (Left) Max Biaggi sprays champagne at winner and World Champion Tetsuya Harada.

The lead was assumed by Kocinski on the 13th lap, Cadalora shuffled back to second with Itoh moving up to third on the fuel-injected Honda. Itoh displaced Cadalora on the 16th lap and on the next moved into the lead. Cadalora was beginning to have trouble with his front tire and would last one more lap before sliding off in turn eight, the Portago corner.

"I was just waiting," Cadalora said. "Itoh was ahead and I was happy to wait for him to start to tire near the end before making a move. I'd not had any problems at the corner where I fell. Some corners I knew I was trying, I could feel I was on the limit, but not that corner. Suddenly the front tire slid away. I had no chance of getting it back."

His spill, on the 18th lap moved Barros to third, behind Itoh and Kocinski, and Beattie to fourth ahead of Schwantz.

Itoh held about a 50-yard advantage on Kocinski, who had the same on Barros, on the 20th lap, but Kocinski, who was losing ground to the acceleration of the Honda, decided to make his move. Unfortunately, it was a lap too late.

Coming out of turn 11, a fast downhill left known as the Bugatti corner, Itoh high-sided right in front of Kocinski. Kocinski, who couldn't avoid hitting Itoh, ran over Itoh's legs before coming to a stop in the sand pit. He picked the Cagiva up and tried to get it going with the help of a corner worker, but another corner worker was pushing him toward the hay bales, prompting Kocinski to take a swing at him. Eventually he got going, but as he pulled away his right front brake rotor, which had been damaged in the crash, came apart and pieces of carbon fiber flew off the bike. His day was done.

"I was making a run at him because he was pulling me so bad off the corners," Kocinski said. "I thought I'd follow him, then get him on the brakes at the end of the straight. I was about six inches behind him when he did the classic highside. If it had been a lap earlier, I could have missed him."

With the two leaders out, Barros took over the lead. Beattie inherited second, and Schwantz was third and happy that he kept going.

"Things started falling into place, literally," Schwantz said. "One guy fell and I thought, 'okay, I'm up to fifth.'"

Then another and another and I thought, 'I'm in third place.' I'll take third any way I can get it."

Barros, who had led two GPs this year only to crash in the final stages, remembered those times and kept his wits about him this time to score his first GP victory.

"It was a hot day, and though the track wasn't so slippery, we were all sliding a lot," Barros said. "I saw Cadalora crash in front of me, then Itoh did the same, taking Kocinski with him. I knew it was because of tires and that now I was leading, I must be very careful. I also thought a little of the times I had crashed while leading, so I just kept a careful eye on my pit board to see that Beattie wasn't catching, and made sure to finish."

Beattie crossed the line about five seconds back and credited part of his success to adjustments he'd made to his front suspension.

"Basically, in qualifying I did reasonable times and I knew I could put five of those together, but maybe not a whole race," Beattie said. "We changed a lot with the forks. We wouldn't have been that consistent in the race without the changes. We would have struggled a lot. I made a half reasonable start and managed to keep up with the leading riders. My main aim at the start of the race was to make sure the others did not pull too far ahead of me."

Schwantz crossed the line in third, about 13 seconds back, but five up on Criville whose late-race charge stalled. Since Schwantz's crew had known that his spot was secure for much of the second half of the race, they'd stopped giving him intervals.

"By then I was so far back that my pit had stopped signaling the gap from the leaders, but as the others fell out, I was able to keep going and hang on to third," Schwantz said.

After a number of difficult races,

Criville was content to finish fourth.

"The engine ran well, but I had a little rear suspension problem which meant I couldn't really get on the gas hard exiting slower corners," the Spaniard said.

Fifth place went to Chandler, the Cagiva rider spending most of the time riding alone after an early challenge.

"I was pretty much on my own after I got back past Reynolds and the bike was the best it has been all week," Chandler said. "I'm pretty happy with it. At least I finished one."

His teammate, Mladin, finished sixth after losing a lot of ground in a first turn incident in what is likely his final race with Cagiva.

"I made a good start, but then I got hit at the first corner, then I hit someone else and I was way back," Mladin said. "I had to put my head down after that and by halfway through the race the rear tire was finished. I saw that with six laps to go I was six seconds behind Garcia and Mella, but I didn't think I could catch them. I just kept trying."

Spaniard Juan Lopez Mella fell with four laps to go, moving Yamaha Motor France's Bernard Garcia and Mladin up a notch. Mladin, passed Garcia on the final lap.

Behind Garcia came Team Valvoline's Mackenzie, the Scotsman losing his front brakes on the fourth lap while in eighth, dropping all the way back to 27th. He adjusted the front lever and slowly began to claw his way back a spot at a time, though he used up his rear tire in the process and had to settle for eighth.

250cc Grand Prix

The numbers coming into the final race were simple. In order to add the 250cc World Championship to his 125cc title, Capirossi had to finish third or better if Harada won the race.

At the start of the race it was the Aprilias that would go out fast, Reggiani leading teammate Jean-Philippe Ruggia. Rothmans Honda's Tadayuki Okada was third before crashing out on the second lap. He suffered only a minor elbow injury.

The shunt moved Romboni into third ahead of Biaggi and Harada's teammate Pier-Francesco Chili. Sixth and seventh at the time were Harada and Capirossi, the two feeling each other out early.

Chili was the first to begin dropping back, though Romboni couldn't match the early pace and fell to the championship contenders on the sixth lap when he said his rear tire began to go off.

Ruggia had taken over the lead on the second lap, dropping Reggiani to second. On the seventh lap Biaggi would drop him to third, with Harada and Capirossi just behind. It became a five-rider pack, Romboni dropping off the pace considerably.

"After the third lap, my rear tire started to go off," Romboni said. "I was sliding badly and had no chance to follow the pack."

The order would remain the same for one more lap before Capirossi made his first mistake, passing Harada needlessly. He would move farther forward, taking over third on the 12th lap, before settling back to fourth behind Ruggia, Reggiani, and Biaggi.

As the riders approached the halfway point Ruggia remained in front,

but it was a tight bunch, though no one was too anxious to show their hand too early.

The first to make a mistake was Ruggia, the Frenchman crashing on the entrance to a slow left-hand carousel.

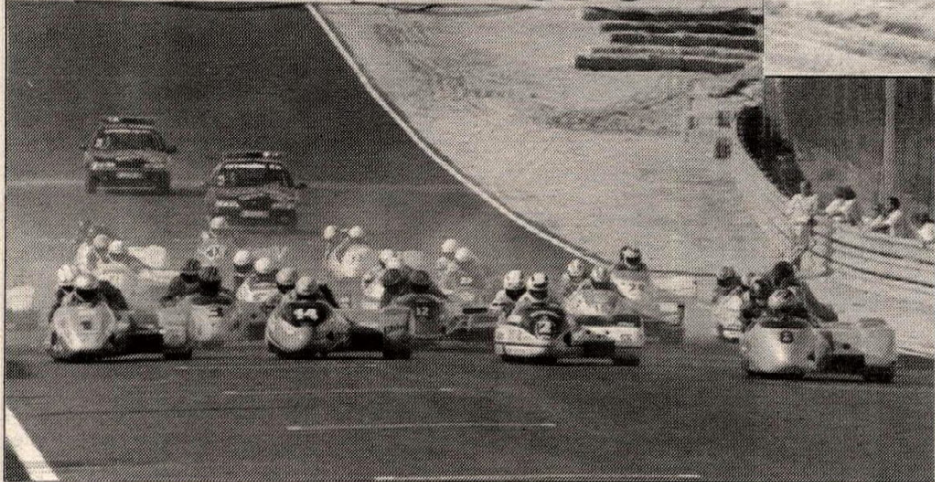
"I'm very unhappy with this bad end of a good season," Ruggia said. "I won twice, I was competitive, but in this last race I crashed because of a big slide of the front end of my Aprilia at the moment I was leading. But now I have a fracture in my left arm and I must wait 60 days to ride again."

Biaggi inherited the lead with Reggiani second, but the two would

(Right) Ralf Waldmann (2) won his first 125cc GP of the season at Jarama.

(Below) The Sidecar Grand Prix gets underway; the race and title was won by Rolf Biland and Kurt Waltisperg (1).

ro **Marlboro**



swap the lead for the next few laps with Capirossi and Harada hard behind.

The race would be decided, for the most part, on the 22nd lap when Capirossi ran off the track while chasing Harada. He dropped from third to fourth, but lost valuable ground to Harada who would take over the lead on the next lap.

"When the back end slid out down the hill, I couldn't control it. I had to run off the track," Capirossi said.

Though Reggiani didn't give him much breathing room, and dueled with him for a while, Harada stayed in the lead and crossed the line victorious, the race and championship winner.

"I went as fast as I could at the beginning. Capirossi was in front of me so I decided to save the tires," Harada said. "I didn't think about the World Championship from the beginning at all. Even if I dropped to second place I would not be disappointed."

But Reggiani was disappointed.

"When Harada passed me he was too much faster," Reggiani said. "He passed me, I passed him, he passed me again. I think his performance at the end of the race made it impossible for anybody to beat him."

"I'm not satisfied with this second place," he continued. "Today I raced for winning and to be second isn't good enough for me. In the last laps I had some problems with the rear tire and was impossible to open the gas coming out from the slower corners and I was also very tired. I had some physical problems in braking, so it was impossible to beat Harada. I'm satisfied only with third place in the championship. It is a very good result after the difficulty in the beginning of the season."

Starting from the third row of the grid made it difficult for Biaggi, the Italian finishing third about 5.5 seconds behind Reggiani. He was the only one of the front-runners using Michelin tires and his rear was completely worn when he came in.

"From the start I rode as hard as I

could and immediately I got up with the leading group," Biaggi said. "It was no problem to race with them, but towards the end of the race my tires were completely finished. As I didn't want to crash like I did in Misano and Laguna Seca, I decided to back off and go for a finish."

Fourth place was something of a surprise, Ducados Honda Pons' Alberto Puig taking the spot after picking up the pace and turning in his two fastest laps in the final stages of the race. Puig had been given a shot prior to the race to ease the pain in his still-injured right wrist. Early on, his hand was numb and he had no feeling until the middle of the race. He passed fellow Honda riders Capirossi and Romboni with two laps to go. At that point Capirossi's hopes had been somewhat diminished, but a fall by the second or third placed riders would have guaranteed him the title.

Romboni, however, ever the good soldier, stayed behind his fellow Honda-mounted Italian to take sixth.

"When Loris Capirossi dropped back, I could have passed him, but as I wasn't sure what would happen in the front, I didn't want to wreck his chance to become World Champion," Romboni said. "For me, it didn't make any difference to finish fifth or sixth in this race, so I decided to stay behind."

Exact Software-DC Sports Patrick van den Goorbergh was a season best seventh in front of the fading Telkor Valesi Yamaha of Chili.

Daytona-Pit Lane Racing's Carlos Checa also had his best finish of the year, taking ninth, one better than Mohag Aprilia's Eskil Suter.

Results

125cc QUALIFYING: 1. Dirk Raudies (1:40.770); 2. Ralf Waldmann (1:40.826); 3. Noburo Ueda (1:40.830); 4. Oliver Petrucciani (1:40.889); 5. Takeshi Tsujimura (1:40.964); 6. Jorge Martinez (1:41.184); 7. Fausto Gresini (1:41.328); 8. Kazuto Sakata (1:41.355); 9. Stefan Prein (1:41.511); 10. Carlos Giro (1:41.643); 11. Herri Torrontegui (1:41.917); 12. Luigi Ancona (1:42.002); 13. Ezio Gianola (1:42.038); 14. Kinya Wada (1:42.050); 15. Gary McCoy (1:42.104); 16. Peter Oettl (1:42.241); 17. Nicolas Dusage (1:42.296); 18. Neil Hodgson (1:42.316); 19. Stefan Kurfiss (1:42.319); 20. Oliver Koch (1:42.364);

21. Haruchika Aoki (1:42.452); 22. Bruno Casanova (1:42.529); 23. Manfred Geissler (1:42.554); 24. Luis Alvaro (1:42.632); 25. Sinya Sato (1:42.731); 26. Julian Miralles (1:42.772); 27. Manfred Baumann (1:42.831); 28. Hans Spaan (1:42.914); 29. Gabriele Debbia (1:42.931); 30. Josep Sarda (1:43.171); 31. Manuel Hernandez (1:43.931); 32. Jose Luis Rabadan (1:44.027); 33. Ari Molenaar (1:44.226); 34. Giovanni Palmieri (1:45.655); 35. Daniela Tognoli (1:45.949).

250cc QUALIFYING: 1. Loris Capirossi (1:34.559/90.876 mph); 2. Jean-Philippe Ruggia (1:34.633); 3. Dorian Romboni (1:34.819); 4. Loris Reggiani (1:34.994); 5. Tetsuya Harada (1:35.252); 6. Tadayuki Okada (1:35.503); 7. Helmut Bradl (1:35.566); 8. Pier-Francesco Chili (1:35.854); 9. Max Biaggi (1:35.880); 10. Alberto Puig (1:35.928); 11. Nobuatsu Aoki (1:36.632); 12. P.V.D. Goorberg (1:36.668); 13. Juan Borja (1:36.699); 14. Carlos Checa (1:36.711); 15. Adrien Bosshard (1:36.970); 16. P. Riba (1:37.206); 17. Jochen Schmid (1:37.365); 18. Simon Crafar (1:37.390); 19. Sete Gibernau (1:37.410); 20. Andy Preining (1:37.543); 21. Eskil Suter (1:37.588); 22. M. Castilla (1:37.910); 23. Wilco Zeelenberg (1:38.196); 24. Jean-Michel Bayle (1:38.228); 25. Frederic Protat (1:38.264); 26. Bernard Haenggeli (1:38.564); 27. Bernd Kassner (1:38.610); 28. Luis Maurel (1:38.694); 29. Massimo Pennacchioli (1:39.868); 30. Volker Bahr (1:39.916); 31. J.V.D. Goorberg (1:41.250); 32. J.P. Jeandat (1:42.543).

500cc QUALIFYING: 1. John Kocinski (1:32.849/92.55 mph); 2. Alex Barros (1:33.254); 3. Kevin Schwantz (1:33.518); 4. Shinichi Itoh (1:33.630); 5. Luca Cadalora (1:33.906); 6. Daryl Beattie (1:34.598); 7. Niall Mackenzie (1:34.630); 8. Doug Chandler (1:34.755); 9. Alex Criville (1:34.775); 10. Juan Lopez Mella (1:35.370); 11. John Reynolds (1:35.382); 12. Michael Rudloff (1:35.560); 13. Mat Mladin (1:35.882); 14. Tsutomu Udagawa (1:36.290); 15. Lucio Pedercini (1:36.360); 16. Renzo Colleoni (1:36.418); 17. Andrew Stroud (1:36.502); 18. Jose Kuhn (1:36.502); 19. Kevin Mitchell (1:36.859); 20. Bernard Garcia (1:37.040); 21. Jeremy McWilliams (1:37.137); 22. J. Haydon (1:37.194); 23. Thierry Crine (1:37.251); 24. Bruno Bonhuil (1:37.464); 25. Derek Jefferies (1:37.562); 26. J. Deletang (1:37.656); 27. Sean Emmett (1:37.800); 28. Cees Doorakkers (1:38.264); 29. Serge David (1:38.854); 30. Andreas Mekla (1:40.193); 31. D. Marchetti (1:41.489).

SIDECAR QUALIFYING: 1. Webster/Simmons (1:35.679/89.812 mph); 2. Webster/Simmons (1:36.524); 3. Bohnhorst/Brown (1:37.049); 4. Brindley/Hutchinson (1:37.300); 5. Gudel/Gudel (1:37.348); 6. Klaffenbock/Parzer (1:37.840); 7. Abbott/Tailford (1:38.473); 8. Egloff/Egloff (1:38.652); 9. Boesiger/Egli (1:38.788); 10. Wyssen/Wyssen (1:39.078); 11. Kumagaya/Houghton (1:39.078); 12. Brindley/Whiteside (1:39.350); 13. Dixon/Hetherington (1:39.778); 14. Knight/Hill (1:40.402); 15. Reddington/Crone (1:40.864); 16. Gallros/Berglund (1:41.852); 17. Van Kempen/De Haas (1:41.933); 18. Lauslehto/Saolmaa (1:41.974); 19. Hugli/Hanni (1:42.295); 20. Koster/Combi (1:42.309); 21. Janssen/Van Kessel (1:42.996); 22. Baker/Prior (1:44.128).

125cc GP: 1. Ralf Waldmann (Apr); 2. Takeshi Tsujimura (Hon); 3. Kazuto Sakata (Hon); 4. Fausto Gresini (Hon); 5. Stefan Prein (Hon); 6. Noburo Ueda (Hon); 7. Jorge Martinez (Hon); 8. Dirk Raudies (Hon); 9. Oliver Petrucciani (Apr); 10. Gary McCoy (Apr); 11. Oliver Koch (Hon); 12. Bruno Casanova (Apr); 13. Haruchika Aoki (Hon); 14. Ezio Gianola (Hon); 15. Carlos Giro (Apr); 16. Kinya Wada (Hon); 17. Luigi Ancona (Hon); 18. Stefan Kurfiss (Apr); 19. Hans Spaan (Hon); 20. Sakira Saito (Hon); 21. Josep Sarda (Hon); 22. Manfred Baumann (Hon); 23. Ari Molenaar (Hon); 24. Luis Alvaro (Hon); 25. Giovanni Palmieri (Apr); 26. Daniele Tognoli (Hon); 27. Herri Torrontegui (Apr); 28. M. Dussauge (Apr); 29. Peter Oettl (Apr); 30. Manuel Hernandez (Apr); 31. Mark Geissler (Apr); 32. Julian Miralles (Hon); 33. Jose Luis Rabadan (Apr); 34. Gabriele Debbia (Hon).

Time: 44 min., 12.494 sec.

Distance: 26 laps, 62.202 miles.

Average Speed: 84.422 mph.

Margin of Victory: 2.64 sec.

Fastest Lap: Noburo Ueda, 1:41.113/84.985 mph.

250cc GP: 1. Tetsuya Harada (Yam); 2. Loris Reggiani (Apr); 3. Max Biaggi (Hon); 4. Alberto Puig (Hon); 5. Loris Capirossi (Hon); 6. Dorian Romboni (Hon); 7. P.V.D. Goorberg (Apr); 8. Pier-Francesco Chili (Yam); 9. Carlos Checa (Hon); 10. Eskil Suter (Apr); 11. Jochen Schmid (Yam); 12. Jean-Michel Bayle (Apr); 13. Andy Preining (Apr); 14. Wilco Zeelenberg (Apr); 15. Adrien Bosshard (Hon); 16. Luis Maurel (Apr); 17. M. Castilla (Yam); 18. Bernd Kassner (Apr); 19. Frederic Protat (Apr); 20. Volker Bahr (Hon); 21. Massimo Pennacchioli (Hon); 22. J.P. Jeandat (Apr); 23. Jean-Philippe Ruggia (Apr); 24. Nobuatsu Aoki (Hon); 25.

Juan Borja (Hon); 26. Sete Gibernau (Yam); 27. Simon Crafar (Suz); 28. Bernard Haenggeli (Apr); 29. P. Riba (Hon); 30. J.V.D. Goorberg (Apr); 31. Helmut Bradl (Hon); 32. Tadayuki Okada (Hon).

Time: 43 min., 12.677 sec.

Distance: 27 laps, 64.594 miles.

Average Speed: 89.691 mph.

Margin of Victory: 1.21 sec.

Fastest Lap: Loris Capirossi, 1:34.941/90.510 mph.

500cc GP: 1. Alex Barros (Suz); 2. Daryl Beattie (Hon); 3. Kevin Schwantz (Suz); 4. Alex Criville (Hon); 5. Doug Chandler (Cag); 6. Mat Mladin (Cag); 7. Bernard Garcia (Yam); 8. Niall Mackenzie (Yam); 9. John Reynolds (Yam); 10. Jose Kuhn (Yam); 11. Jeremy McWilliams (Yam); 12. Andrew Stroud (Yam); 13. Kevin Mitchell (Yam); 14. Sean Emmett (Yam); 15. Lucio Pedercini (Yam); 16. J. Deletang (Yam); 17. Bruno Bonhuil (Yam); 18. Derek Jefferies (Yam); 19. Thierry Crine (Yam); 20. D. Marchetti (Yam); 21. Cees Doorakkers (Yam); 22. Juan Lopez Mella (Yam); 23. John Kocinski (Cag); 24. Shinichi Itoh (Hon); 25. Luca Cadalora (Yam); 26. Michael Rudloff (Yam); 27. Renzo Colleoni (Yam); 28. Andreas Mekla (Yam); 29. J. Haydon (Yam); 30. Tsutomu Udagawa (Yam); 31. Serge David (Yam).

Time: 44 min., 22.944 sec.

Distance: 28 laps, 66.987 miles.

Average Speed: 90.558 mph.

Margin of Victory: 4.73 sec.

Fastest Lap: John Kocinski, 1:34.090/91.329 mph.

SIDECAR GP: 1. Rolf Biland (LCR); 2. Steve Webster (LCR); 3. Peter Gudel (LCR); 4. Steve Abbott (LCR); 5. R. Bohnhorst (LCR); 6. K. Klaffenbock (LCR); 7. D. Dixon (LCR); 8. Y. Kumagaya (LCR); 9. Derek Brindley (LCR); 10. M. Boesinger (LCR); 11. B. Brindley (LCR); 12. T. Wyssen (LCR); 13. R. Koster (LCR); 14. B. Janssen (LCR); 15. G. Knight (Win); 16. J. Hugli (LCR); 17. M. Reddington (LCR); 18. B. Gallros (LCR); 19. M. Egloff (LCR); 20. T. Baker (LCR); 21. J. Lauslehto (LCR).

Time: 42 min., 39.380 sec.

Distance: 26 laps, 62.062 miles.

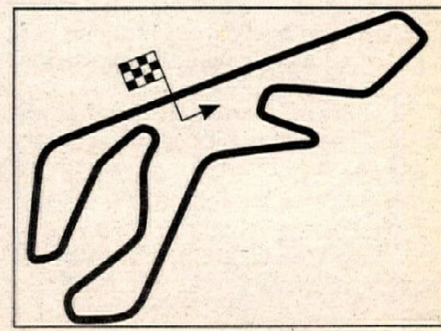
Average Speed: 87.493 mph.

FINAL 125cc WORLD C'SHIP POINT STANDINGS (After 14 of 14 rounds): 1. Dirk Raudies (280/9 wins); 2. Kazuto Sakata (266/2); 3. Takeshi Tsujimura (177/1); 4. Ralf Waldmann (160/1); 5. Noburo Ueda (129/1); 6. Akira Saito (117); 7. Oliver Petrucciani (82); 8. Jorge Martinez (74); 9. Herri Torrontegui (65); 10. Peter Oettl (64); 11. Fausto Gresini (61); 12. Ezio Gianola (59); 13. Oliver Koch (52); 14. Haruchika Aoki (39); 15. Manfred Baumann (36).

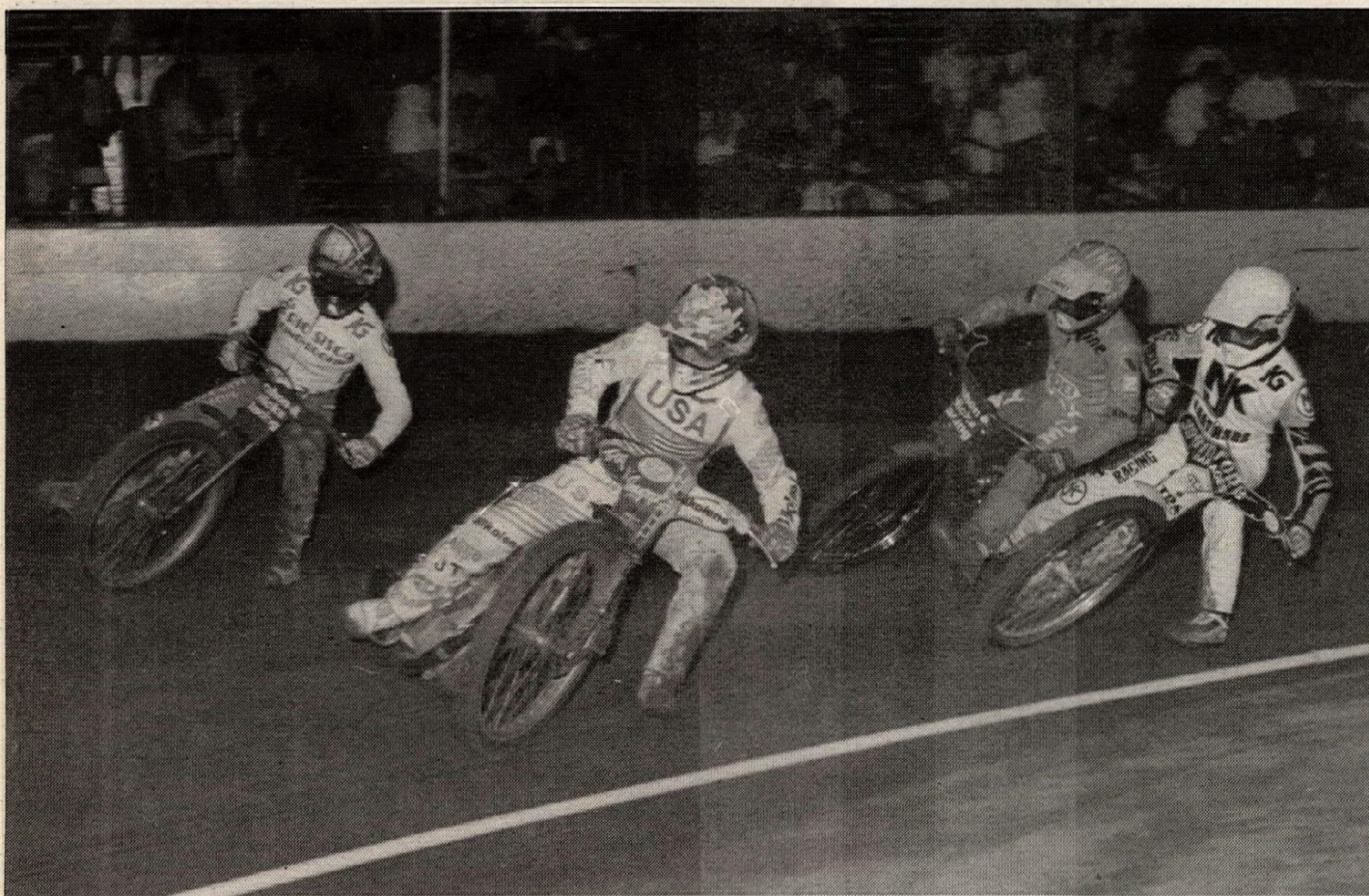
FINAL 250cc WORLD C'SHIP POINT STANDINGS (After 14 of 14 rounds): 1. Tetsuya Harada (197/4 wins); 2. Loris Capirossi (193/3); 3. Loris Reggiani (158/1); 4. Max Biaggi (142/1); 5. Dorian Romboni (139/2); 6. J.P. Ruggia (129/2); 7. Helmut Bradl (126); 8. Tadayuki Okada (120); 9. (TIE) Alberto Puig/Pier-Francesco Chili (106); 11. Nobuatsu Aoki (100/1); 12. John Kocinski (80); 13. (TIE) Jochen Schmid/Wilco Zeelenberg (50); 15. Luis D'Antin (43).

FINAL 500cc WORLD C'SHIP POINT STANDINGS (After 14 of 14 rounds): 1. Kevin Schwantz (248/4 wins); 2. Wayne Rainey (214/4); 3. Daryl Beattie (176/1); 4. Michael Doohan (156/1); 5. Luca Cadalora (145/2); 6. Alex Barros (125/1); 7. Shinichi Itoh (119); 8. Alex Criville (117); 9. Niall Mackenzie (103); 10. Doug Chandler (83); 11. John Kocinski (51/1); 12. Juan Lopez Mella (46); 13. (TIE) Mat Mladin/Jose Kuhn (45); 15. John Reynolds (42).

FINAL SIDECAR WORLD C'SHIP POINT STANDINGS (After 8 of 8 rounds): 1. R. Biland (190/6 wins); 2. S. Webster (119/2); 3. K. Klaffenbock (106); 4. (TIE) P. Gudel/D. Brindley (99); 6. S. Abbott (81); 7. R. Bohnhorst (61); 8. Y. Kumagaya (55); 9. M. Boesinger (51); 10. D. Dixon (43); 11. T. Wyssen (40); 12. J. Lauslehto (29); 13. B. Brindley (25); 14. (TIE) B. Gallros/M. Reddington (22).



SPEEDWAY U.S. National Speedway Championship



(Left to right) Gary Hicks, Sam Ermolenko, Robert Pfitzing and Brent Werner battled in heat one. Ermolenko scored the win.

Ermolenko perfect at Costa Mesa

By Scott Rousseau
Photos by Bob Jones and Rousseau

COSTA MESA, CA, OCT. 2

World Individual Speedway Champion "Sudden" Sam Ermolenko came home to the Orange County Fairgrounds, battled his way past a field that included six former National Champions, and emerged with the Coors Dry U.S. National Speedway Championship. The Californian survived a serious crash in a pivotal confrontation with defending champion Chris Manchester - just 20 years old - and went on to post a maximum score of 15 points to join Bruce Penhall as the only riders ever to win the World and U.S. National titles in the same year. Ironically, Ermolenko took the title away from Manchester without ever racing him, as the youngster was excluded from the pair's only head-to-head match-up, for touching the tapes on the restart.

A spectator turnout estimated at 5500 was on hand to watch Ermolenko's bid for the title and the \$4500 winner's share of the \$12,500 purse. Strangely enough, prior to the meeting, Ermolenko wasn't considered the biggest threat to take Manchester's title. Insiders had tabbed former two-time National Champion "Flyin'" Mike Faria as the man most likely to regain the title that Manchester had wrestled away from him one year ago. Consequently, Faria's expectations were sky high.

"I want it," Faria said prior to the event. "There was a lot of talk about the problems that I had this year with my equipment. I've got something to prove."

Likewise, Manchester was confident that he would repeat as the champion.

"I've got the number one on my back," said Manchester, who was sport-

ing a shaved head and eyebrows for the race. "They've got to chase me."

Ermolenko would get the opportunity to draw first blood as he took to the race track in the first heat of the night, joining Brent Werner, Robert Pfitzing and Gary Hicks. After an aborted first attempt to get the program started when the gate malfunctioned, the restart was a preview of things to come - more restarts.

On the restart, Pfitzing and Ermolenko collided while trying to occupy the same spot on the race track. Ermolenko went down, taking Hicks with him.

The second restart was no better as Pfitzing and Hicks bumped each other and again crashed. Pfitzing, who had cracked a collarbone at the Costa Mesa round of the U.S. National Qualifiers, was slow in getting up and in obvious pain. Referee Bill Heinlein had seen enough and ordered the riders behind the wall, opting to start heat two and run heat one at the end of the first round.

Faria's first ride came in heat two. He was joined by 1987 National Champion Brad Oxley, Charlie Venegas and John Aden. Venegas led the pack into the first turn with Oxley diving to the pole to take up the chase. Faria had gotten a poor start, and was stuck in third place, making a desperate attempt to catch the leaders. Just before Jerry King waved the white flag, Oxley parked momentarily in turn four, but Faria was too far behind to do anything about it. Venegas remained in control for all four laps, taking an important win for three points. Oxley took home two points for second, and a disappointed Faria ended up with a single point for finishing third.

"I don't know what the problem is," Faria said. "Especially since I had the pole. I've gotta go for it."

Venegas, on the other hand, was encouraged by his good start.

"I just went out and did what I could, and what I knew I could do," Venegas said. "It was only the first heat, but I believe we can keep it going from there."

Manchester made his debut in heat three along with Steve Lucero, northern California Champion Bart Bast, and another two-time National Champion, Bobby Schwartz. Manchester showed the crowd that he was set on keeping his title for another year by taking control of the start and running away from the rest of the field for the win. Lucero beat Schwartz into turn one and held him off for second place. Bast brought up the rear, failing to score a point.

Heat four pitted two northern California riders against two riders with extensive overseas experience. Crowd favorite Billy Hamill, who had arrived from Europe only one day before the event, was starting in gate number four while former British leaguer Lance King had the pole. Sandwiched between them were Jim Sisemore and Alan Christian, the 1985 National Champion. As the tapes flew, Sisemore seized control of the start as King dropped to the pole in an attempt to knock Hamill to third place. Christian tailed off last and fell in turn four as the field completed the first lap. Christian was quickly up, and the race continued. Hamill and King jockeyed for position with Hamill establishing control of second place as he went after Sisemore. But Sisemore rode smoothly to the checkered flag, taking the win and the three points that went with it. Hamill crossed the line in second, shaking his head as he returned to the pits.

The round closed out with the re-run of the opening heat. Ermolenko grabbed the lead at the start and scored a con-

vincing win over Werner. Hicks and Pfitzing, meanwhile, bumped and ground their way around the tiny Costa Mesa oval in the rear with Hicks grabbing the last point.

Faria's chances for a third title were dealt another serious blow in the opening heat of round two. Coming from gate three, Faria beat polesitter Hamill to the first turn and looked to be back on form, but a red flag was thrown when Brent Werner crashed and Bast laid it down to avoid him. Faria again took the pole away from Hamill on the restart and appeared to be headed for his first win of the night. But as the riders went in to turn three to conclude lap two, Faria's GM exploded, forcing him to straighten up in mid-corner. Hamill had no place to go and slammed into Faria, sending both riders to the ground. Hamill got the worst of it and was down on the track for several minutes. The referee ruled that Faria had caused the crash, and disqualified him. The crowd booed its disapproval of the call as Faria sat on the track in shock, but he was out - his hopes of a third National Championship dashed.

Hamill got back on his feet and participated in the restart. In an amazing display of poise, he shook off the crash and blew the field away, going wire to wire over Werner, Bast, and reserve rider Bobby Hedden.

Manchester, Venegas and Sisemore, all round one winners, met in heat six. Manchester again won in convincing fashion over Venegas, Sisemore, and an off-the-pace Pfitzing, who pulled out of the meeting after the round, too sore to continue.

Ermolenko came from gate four in heat seven, facing Lucero, who was on the pole, King and Oxley. Lucero stole the start, but Ermolenko stayed close through turn one and tried to take the lead by going to the inside down the backstraight, and then to the outside in three and four. Lucero held Ermolenko off, momentarily. As they came into turn one on the second lap, Ermolenko squared off the corner on the outside and then dove to the inside to grab the lead coming off turn two. Ermolenko held Lucero off for the remaining two laps, scoring a popular win and remaining even on points with Manchester.

Aden looped out on the starting line in heat eight and was disqualified. On the restart, Hicks scored his first and only win of the night by running comfortably in front of a dogfight between Schwartz and Christian. On the last lap, Christian drifted wide just as Schwartz hooked up, and the two raced across the finish line virtually even. The referee awarded Christian second place. Schwartz, who was not having one of his better nights, was left with third, and Aden's replacement Andy Northrup was fourth in the last heat of the round.

The first heat of round three was a controversial one. Venegas led Lucero into turn one as Christian and Werner brought up the rear. Werner slid out in turn four, tasting the turf one more time while Christian caught Lucero and Venegas on the front straight. Venegas parked it hard in turn one and clearly jumped the inside pole with both tires as Christian laid it down to avoid a collision. The race was red-flagged and referee Heinlein allowed all the riders to restart. Lucero was outraged.

"Venegas parked it so bad and then he went into the infield. Then they red-flagged it for Alan (Christian), and they didn't throw anyone out," Lucero said. "Venegas crossed the pipe. That's illegal."

The race resumed, and Venegas led Christian and a still-angry Lucero across the finish line to pick up the three points

and stay in the hunt for the championship, only one point behind Ermolenko and Manchester.

"Things could have gone either way," Venegas said later. "Fortunately, they went in my favor."

For Faria, heat 10 would only add insult to injury as he touched the tapes and was disqualified for a second time.

"Something went wrong with the motor in that heat with Billy," said a dejected Faria. "In the last heat, Bobby (Schwartz) jerked back. When he jerked back, I went forward. My concentration is gone."

Schwartz finally put together a strong start in heat 10, coming from the pole and posting his first three-point ride of the event over King, Northrup and Hedden.

Heat 11 was another Ermolenko benefit; the World Champion again nailed the start and ran uncontested to the win after his main competition, Jim Sisemore, bumped with Aden and went down in turn three on the first lap.

Manchester was up for his third ride in heat 12, which promised to be interesting as he would face a struggling-but-improving Hamill, who had the opportunity to play spoiler. But Manchester was away before the tapes had reached the top of the gate and he bolted into turn one with the lead. Hamill went high and low in search of the drive to catch the streaking Manchester, but the damage was done. Manchester remained perfect. A clash between the National Champion and the World Champion was now inevitable.

"I'm pretty confident tonight, but Sam (Ermolenko) is riding really well and he's the World Champion," Manchester said.

Ermolenko was thinking the same thing.

"He (Manchester) has definitely got an advantage riding on the smaller tracks just as I have on the bigger tracks," Ermolenko said. "But if anyone can try to put him in his place, I'll give it my best shot."

Schwartz and Hamill continued their drives toward the podium with wins in heats 13 and 14, respectively.

The much-anticipated showdown between Manchester and Ermolenko came in heat 15, and the crowd was on the edges of their seats in anticipation as the riders lined up for the start. Ermolenko would start in gate two and Manchester in three. Christian was on the pole, and while he wasn't having the best night, could still be considered a factor. Faria was lined up in gate four. When the tapes flew, Ermolenko and Manchester left the line like they were riveted together and blasted into turn one. But just as it looked as though Ermolenko had established an advantage, Manchester hooked up and drove into Ermolenko's rear wheel, sending both riders to the ground in a vicious highside. Ermolenko was down for quite a while as Manchester stood by, showing obvious concern.

Both riders participated in the restart with Manchester having the clear advantage, as it was unclear what effect the crash would have on Ermolenko. But Manchester folded his hand by touching the tapes and drawing an exclusion. Manchester went from hero to zero, and suddenly found himself in a fight to earn a podium position.

"That's a bummer of a way to lose," Manchester said. "But Sam rode great tonight, and he deserved it. It was an honor to race against him."

With Manchester gone, Ermolenko still wasn't able to relax. Christian dived with him for two laps before surrendering the point - and Ermolenko was over the hump.

"I'm not counting my chickens before they hatch," Ermolenko said. "But I'm going good, and the bikes are going good. Everything's fine."

Venegas survived heat 16 to remain only one point down after King and Hicks crashed, causing yet another restart.

Proving that it was nothing more than bad luck and not his lack of talent that cost him the crown, Manchester opened up the final round with a half-straightaway win over Werner, King and Hedden in heat 17. Oxley posted a popular win in heat 18, coming from behind to pass Bast in the last corner before the checkered flag.

Ermolenko lined up on the pole in heat 19. Standing between him and the title were Schwartz in two, Hamill in three and Venegas in four. Venegas, who was the only rider with a clear shot at Ermolenko, desperately wanted to beat him and force a run-off for the title.

But Venegas tried too hard. When the tapes flew, Ermolenko shot into the lead while Venegas trailed the field into turn one and then slowed, allowing Schwartz and Hamill to pass. Ermolenko ran up front for the whole race while Venegas played catch-up. When it was over, Ermolenko was the new U.S. National Champion, making his five-year comeback complete.

"I'm really happy for all my sponsors and for the public that has supported me over the years," Ermolenko said. "To bring back the World Championship to them and now back it up with a National title; I'm so proud to be an American. I'm sure I've made a footprint in America again, and I hope they'll remember over here now since I've been gone so long."

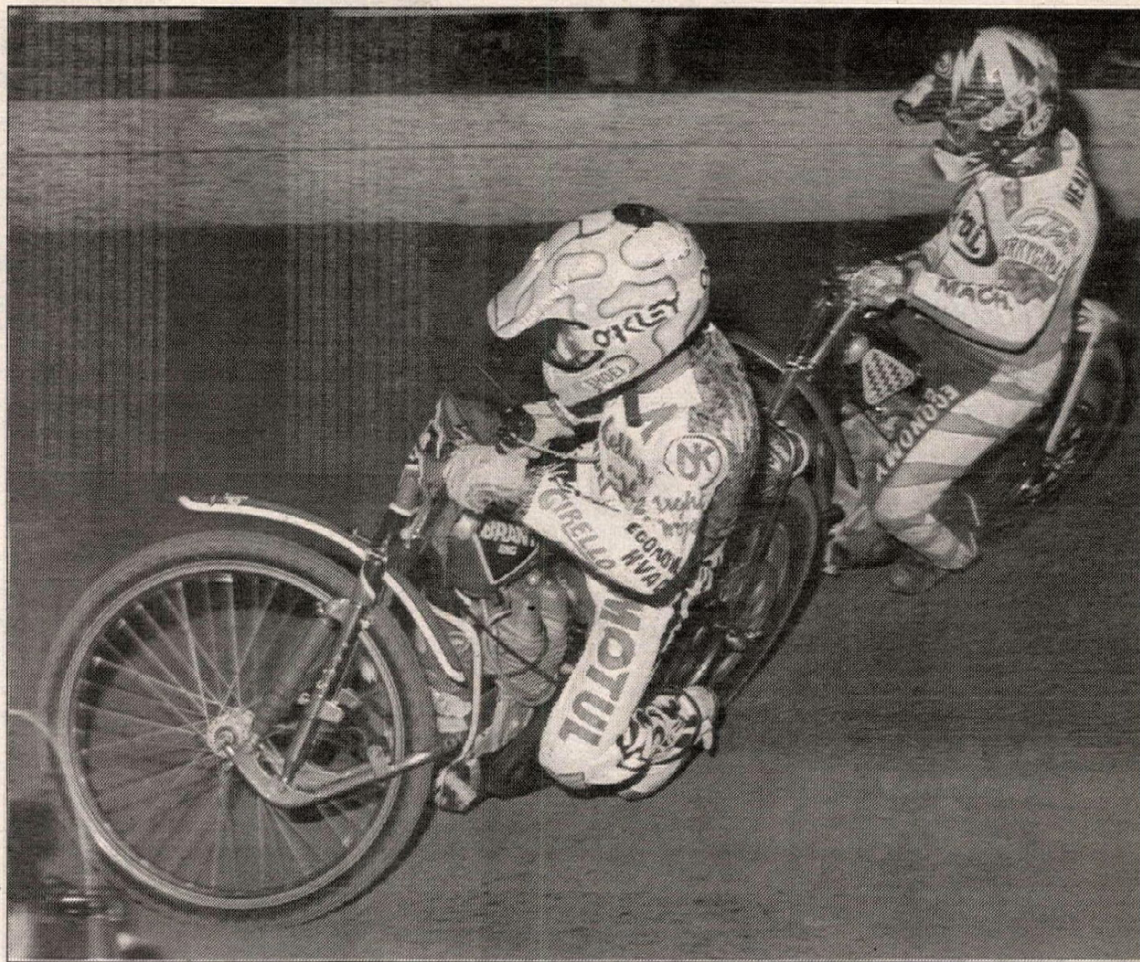
Faria finally roared to life in event 20, closing the 1993 National Championship with his only win of the night.

The final standings showed that while Ermolenko was clearly on top with 15 points, and Manchester had secured second with 12, Hamill and Venegas were tied on 11, and a run-off for third place was in order. Venegas may have let the title slip through his fingers, but he wasn't about to lose his spot on the podium. He controlled the start from the outside position and beat Hamill to secure third place, his best-ever finish in a major meeting.

"I had a good year," Venegas said. "Things paid off for us in the runoff. It could have gone either way, but I'm proud to be where I am with third."

Ermolenko is the first overseas-based rider to win the National Championship since Kelly Moran won his second title in 1984. While Moran remained state-side to defend his title, Ermolenko will only see limited action in the U.S. during his rein, though he hopes to return in December for the Costa Mesa Fall Classic. In fact, Ermolenko won't even be home long enough to properly celebrate his win.

"We have a brunch planned at the Queen Mary on Sunday, and then straight from there I'm on a plane back to England because I'm racing Monday night," Ermolenko said. "I've got about



Chris Manchester (left) looked strong until he was disqualified in heat 15.



Chris Manchester (left) and Sam Ermolenko discussed business before the event.

Charlie Venegas (right) joined Sam Ermolenko and Chris Manchester on the podium.



a dozen meetings left over there through the month of October. I'll be back as soon as I can."

Results

1. Sam Ermolenko (15); 2. Chris Manchester (12); 3. Charlie Venegas (11); 4. Billy Hamill (11); 5. Bobby Schwartz (10); 6. (TIE) Gary Hicks/Brad Oxley (8); 8. (TIE) Alan Christian/Steve Lucero/Jim Sisemore (7); 11. Brent Werner (6); 12. (TIE) Bart Bast/Mike Faria (5); 14. (TIE) John Aden/Lance King (3); 16. (TIE) Bobby Hedden/Andy Northrup (1); 18. Robert Pfetzing (0).

ROAD RACE

World Championship Superbike Series: Round 11



Italian Mauro Lucchiari (34) led the first leg of the Italian round of the World Superbike Series, with Scott Russell and the rest of the pack giving chase.

Slight plays the spoiler

By Johan Vandekerckhove

MONZA, ITALY, SEPT. 26

The good news for Kawasaki fans is simple: Scott Russell still holds his slim lead in the World Championship point standings after the Italian round of the series, run in the rain on the legendary Monza circuit that runs through a city park in Milan. The bad news for Kawasaki fans: It could have been even better for Russell with a little help from his teammate Aaron Slight.

Although the Muzzy Kawasaki team scored its first 1-2 result of the season, team members watched incredulously as Slight passed his American teammate on the final lap of the first race, taking his first race win of the year, yet robbing Russell of three valuable points in the process.

At days end, a hard-charging Russell and a slightly-wallowing Carl Fogarty kept the damage done to a minimum. The Georgian left a rain-swept Monza with 28 more points in his pocket after his 2-5 tally, whereas his British rival had to be content with 26 points after finishing fourth in both races. But the man of the day was Slight. The New Zealander tallied 1-2 scores in Italy, after following Giancarlo Falappa home in the second leg, for one of his best results in World Superbike racing. Slight's performance may have pleased the horde of Japanese Kawasaki engineers who had come to see their ZXR Superbike in combat; but then again, it just might not have had that effect...

"There were no team orders," a slightly irritated Peter Doyle admitted after what should have been one of his finest days as a World Superbike team manager. "But one can expect that some common sense is used as the season draws to an end."

After a long discussion with their "disobedient" rider, the Kawasaki team waited for a more logical result in the second heat. It was not to be. As Falappa went away in the distance, Slight sailed to second place, in front of Fabrizio Pirovano, Fogarty and Russell, who was a distant fifth. Unable to go flat out due to a wrong tire choice, Russell never got in touch with the fearless threesome of Slight, Pirovano and Fogarty. The result of his teammate wasn't as critical this

time; instead Slight's second place gave his employer more points towards the constructors championship.

The New Zealander showed in Italy that the fighting spirit which seemed to have left him in the past few months is back. He proved that he is not only a rider who finishes highly at each race, but that he is also a fighter who can win races - an important fact at this point in the season when team managers start thinking about next season.

Slight wasn't the only one making headlines in Monza. Yamaha's Pirovano, usually dominant on his home track, had to be happy with two third places, which did, however, move him out of the clutches of Falappa in the point standings. "Madman" Falappa gave a demonstration in Monza that is so typical of his career - in one race he crashed while disputing the lead, and in the other one he cruised to victory in very wet and difficult conditions. Falappa was not the only Ducatista letting the (small) Italian crowd down in the first confrontation: Mauro Lucchiari and Stephane Mertens both crashed in the same spot, all blaming a nearly invisible gasoline trail on the track as the cause of their trouble.

Qualifying

When they rebuilt the pit building at Monza a few years ago, the Italian architects were inspired by the forms of a boat. As a matter of fact, the huge steel construction that lines the legendary Rettifilo (the front straight) of the circuit only lacks some lifeboats to make the illusion complete. Any day now we may read in the "Gazzetta dello Sport" (Italy's leading sports daily) that the pit building has disappeared from its original spot, having weighed anchor in the typical autumn rainstorms that had already scourged the north of Italy, the south of France and the whole of Switzerland.

Now, we also know that this source of inspiration was not so accidental. For the third time, the World Superbike contenders pitched up their tents in the Milan city park, and for the third time it was going to rain cats and dogs from Thursday evening until Sunday evening - some two hours after the completion of the second Superbike heat.

In the past, the high humidity did not

heats preceding the Italian round, has always been a force to be reckoned with.

On the treacherous track - where different layers of tarmac make racing even a bit more adventurous in some of its corners - Fred Merkel was the first to go. His crash occurring during Friday's first untimed session.

"I had just tipped the bike over, and suddenly I was hit by something on my knee," Merkel said. "What a shame this just happens here. I was looking forward to performing really good here, in front of the Italian Ducati fans."

That something was the bike of a local rider, who apparently felt the urge to go for the pole position in the early minutes of an untimed session. Anyway, Merkel crashed and injured his knee badly enough to make him a spectator for the weekend. Nevertheless, he spent his time well, talking to several team managers about next year. Flyin' Fred, by the way, has already been contacted by two Honda teams regarding next year's campaign. Apparently, he is one of the "lucky" guys on a list that was drawn up a few days earlier by the Japanese, one of the very few being considered eligible for one of the factory RC45s that will be entered by Honda next year.

Merkel's former teammate and replacement in the Yamaha BYRD team, Baldassare Monti, was next to crash. The Italian, who had inherited Merkel's ex-factory Yamaha YZF for this one race, fell from his rent-a-bike after 13 laps in the first qualifying practice, hurting his elbow (which was sewn together with three stitches), but possibly hurting his career even more. Reportedly, Monti will defend the BYRD colors at Donington Park and at Estoril, but he will be forced to stay home when his teammates go to Mexico, never to return to BYRD again.

Quite surprisingly, both factory Kawasaki riders gave a demonstration of things to come by earning the first and second spots on the starting grid in qualifying. It really all came down to 15 minutes. A quarter of an hour into the second and final practice session, the rain finally stopped and 15 minutes later a narrow dry strip of pavement formed around most of the race track. Fifteen minutes later, that was gone as the clouds unloaded another rain storm.

Russell took pole position and, for the first time in weeks, the Georgian wasn't talking about a possible switch to Ducati.

"I had the right tires at the right moment," Russell said. "I did my best lap on two intermediates. There was a narrow dry line, but two of the fastest right corners were still wet as hell. But I can't afford to finish second to Carl (Fogarty) anymore. This is the time of the season that I must win, and I thought I'd better start showing my teeth in practice. I'm happy with the help we have here from Kawasaki. Some of the engineers from the racing department have come over, and they've brought their own semi-automatic shifting system with them. Plus we've also used the engine we'd brought to Assen, but didn't have time to put in. Now we've been able to use it in practice, and it works pretty well. If I have the same feedback from Kawasaki next year, I'm sure I'll stay with them."

Rob Muzzy also confirmed that negotiations with Russell are going well and that a contract may be signed within the next couple of weeks.

Slight clocked the second-quickest time, after having held provisional pole until 15 minutes from the end of the final session - just when it started raining again.

"I couldn't believe that Scott (Russell) had gone faster," Slight admitted. "The track was getting rapidly wet again, and I thought I'd made it on my last lap with that new Japanese engine. But still, I'm quite happy about this result."

Over in the Ducati pits, on the other hand, development seems to have slowed down a bit in the last couple of weeks, and Fogarty and Falappa had to be content with the third and fourth positions on the starting grid. Fifth went to Pirovano, and the second row was completed by Fabrizio Furlan, Mauro Lucchiari, Jose Sagardogui and Mertens. Tripp Nobles had put his ancient Honda RC30 in a surprisingly high 11th position, and it wasn't the last surprise to come from the "Georgian Bulldog."

"I still have some problems getting off corners; I try to compensate by keeping my cornering speed off," Nobles said. "This time, however, I did have an extra incentive: during the last session, when the track started to dry up a little bit, Aaron and then Scotty came by and they were just able to inch away. I went as fast as I could, trying to hold those Kawasakis within striking distance. That was fun!"

That wasn't the case for Jamie Whitham, who didn't succeed in finding a correct bike setup and missed the presence of his team manager Rob McElnea. Only a week earlier, the young Brit had crashed into McElnea during a British national race; McElnea emerged with a broken thigh, a broken shoulder and some broken fingers. Whitham ended up qualifying 14th.

Fellow Brit Terry Rymer was in even bigger trouble. The lanky Londoner, who had his B-kit bikes confiscated after the Assen race because of some non-paid invoices by his Portuguese sponsors, tried to qualify on his teammate Pedro Baptista's standard bike. Even though the Yamaha proved to be fast enough on the straights, a problem with the rear suspension turned out to be fatal. The Englishman did not qualify.

Race One

The Italian World Superbike round has always been an occasion for the young Italian riders to grab racing glory. This time, Lucchiari, the 24-year-old protégé of Davide Tardozzi, felt called upon to take the Italian flag to the top in Monza. The Ducati rider got away first and headed into the first chicane (the

Variante del Rettifilo), pursued by Russell, Piergiorgio Bontempi, Falappa, Christer Lindholm and the rest of the pack.

Only a moment later, one of his Lucchiari's young colleagues ended his race in the gravel pit. In the Curva Ascari (the third chicane on the high-speed track), Bontempi went down, soon to be followed by several other riders. By that time, Russell had taken command, leading Lucchiari, Falappa and Mertens.

One lap later, Mertens crashed his Ducati in the same corner that saw Bontempi lose control. On the next go-around, Lucchiari followed their example. Five laps later, Falappa cruised past Russell in the style that reminded many of the self-confident Falappa they saw early in the season.

Unfortunately, this too came to an abrupt end. On the 10th lap, Falappa crashed - in the same corner as Bontempi, Mertens and Lucchiari. It was not until Virginio Ferrari did the same four laps from the end that the marshalls became suspicious about the state of the track there. Of course, they were helped in their thinking when the former 500cc Grand Prix winner grabbed the sand bucket and brush from their hands and started to clean the track himself.

At the halfway stage, however, things started looking good for the Muzzy Kawasaki team. Russell had inherited the lead after Falappa's crash, and Slight was a safe second. Pirovano and Fogarty, meanwhile, seemed to be getting in each other's way as they fought over third place. Even more surprising was Tripp Nobles, who was sitting in fifth place.

But as the race drew to an end, Russell started losing ground, and Pirovano had been able to escape from the clutches of Fogarty. Three laps from the end, Slight made contact with Russell and everybody expected the New Zealander to stay in his teammate's slipstream until the flag dropped. But it didn't work out that way.

"I'd been waiting for three laps before I made up my mind," surprise winner Slight said later. "Of course I want a Kawasaki rider to win the title, but I'd also noticed that Scott had cooked his tires in the first half of the race. He was sliding more and more, and I'd been riding in a relaxed way, and got anxious to lose my rhythm behind him. I finally decided to get past him. The new rain tire from Dunlop, which I used for the first time here, worked pretty well. Only in the last seven laps did it start to slide."

Scott Russell (11) came out of Italy with his points lead intact; his teammate Aaron Slight (6) was the hero of the race, posting a 1-2 tally.

Russell, who unlike Slight used the new engine, lost his chance to win in the last couple of laps: "I could have won easily here," he said. "The bike worked very well, and I passed Falappa without any problems during our short fight in the first couple of laps. But the tires went, and I could do nothing when Aaron went past me."

Pirovano, who during Sunday morning warm-up practice had tried out a C-kit bike, which delivers its power more smoothly - finally opted for the more aggressive A-kit Yamaha, sliding his way to third position, in front of Fogarty and Nobles.

"This is one of the best weekends I've ever had," Nobles said. "There was only one person who passed me (Pirovano), and when - five laps before the end - my pit crew showed me the + 20-sign, I thought Jeffry De Vries (number 20) was right behind me. I looked behind me, but I didn't see anybody. It was only later on that I realized that the next guy was 20 seconds behind! I had been seeing Fogarty in front of me during the whole race, and the red Ducati didn't seem to be able to pull away. Which was another surprise for me."

Race Two

After the excitement of the first race, the second heat was going to be less interesting. Firstly because most of the riders knew which tires to use, and secondly because most stayed on board this time around. For Ferrari and Alex Vieira, however, the race ended on the sighting lap when both crashed in the same corner that had already taken Ferrari in the first heat - ending the Italian's one-off comeback. That wasn't all. Vieira then tried to strangle him because of his "reckless driving" - which he said had led to the double crash.

After both bikes and the possible oil

trail had been removed from the track, things got going again with Falappa leading the field into the first chicane. After three laps, the Italian had opened a small lead over his main rivals, led by Fogarty, Pirovano, Mertens, Lucchiari, Russell, Slight and Bontempi.

As Falappa extended his lead to some seven seconds, Mertens, Lucchiari and Bontempi started a fade that would last for the entire race. At half-distance, Falappa was cruising around, with Pirovano, Slight and Fogarty battling it out for second place. Russell, further down in fifth, was followed - at a safe distance - by Lucchiari, Mertens, Bontempi, Lindholm and Nobles in 10th. The positions didn't change much in the second half of the race, except in the fight for second.

Pirovano, Slight and Fogarty started to get nervous in the final laps, with positions changing each and every lap. Two laps before the end, things almost came to an end for Pirovano. The Italian ran into Slight at the braking point for the Variante del Rettifilo, and he ran off into the gravel pit. Miraculously, the Yamaha rider stayed on board and even managed to get back on track some 30 feet in front of his two companions.

In a last-gasp effort, Slight got back in front again, securing second place in the process, in front of Pirovano, Fogarty and Russell. For the New Zealander, this fine result was the icing on a good day's work.

"I never expected to do so well here in Monza, especially in the rain," Slight admitted. "The second race was for me almost more exciting than the first one. Especially at the end when Pirovano and I went side-by-side into the chicane after the start/finish. At that moment, I thought Pirovano was trying to kick me out of the way, but then I noticed that his knee-slider was stuck behind mine. He was just trying to get rid of the thing before he went into the gravel pit. I couldn't believe what I saw. And then he came back onto the track just in front of us. I was so surprised about that move, I almost lost the bike when I got onto the gas a little too eagerly. Fortunately, I got him back in the last few kilometers before the end of the race."

Falappa was also quite happy about his new success (his sixth race victory of the season): "I did not have any problems during the race. I only went very slowly in the corner where I had crashed during the first heat. This time, I also had better tires on, and that proved to be the key to success here."

Russell, on the other hand, looked back with mixed feelings: "Too bad somebody didn't do their work properly this weekend," he said. "I know I shouldn't complain too much: my lead

over Carl Fogarty is a bit bigger now, but it's a shame that I couldn't defend my chances in the second heat. I'd opted for the standard tires, and they worked out well too, but I ran into some trouble with the suspension."

Fogarty finished fourth, after a cautious race: "I didn't want to crash here," he said. "I know I'm not such a good rain rider, and I also know that my weekend will come in Donington. A few weeks ago, I rode a standard Ducati to a double victory in a national meeting. At the same time, I also shattered the lap record. Let's see what we can do with a full-fledged factory Ducati..."

Nobles ended up 10th in the second race. **CN**

Results

QUALIFYING: 1. Scott Russell (1:54.834/112.732 mph); 2. Aaron Slight (1:55.475); 3. Carl Fogarty (1:56.506); 4. Giancarlo Falappa (1:56.718); 5. Fabrizio Pirovano (1:56.945); 6. Fabrizio Furlan (1:57.159); 7. Mauro Lucchiari (1:57.775); 8. Jose Sagardogui (1:58.681); 9. Stephane Mertens (1:59.001); 10. Piergiorgio Bontempi (1:59.264); 11. Tripp Nobles (2:00.902); 12. Brian Morrison (2:01.077); 13. Hugues Blanc (2:01.162); 14. James Whitham (2:01.233); 15. Alex Vieira (2:01.488); 16. Mauro Mastrelli (2:01.789); 17. Dominique Sarron (2:01.816); 18. Christer Lindholm (2:01.818); 19. Denis Bonoris (2:01.862); 20. Nestor Amoroso (2:01.956); 21. Marcel Ernst (2:02.036); 22. Jean-Yves Mounier (2:02.238); 23. Urs Weber (2:02.442); 24. Hervé Moineau (2:02.795); 25. Jan Olav Notens (2:02.932); 26. Josip Dames (2:03.092); 27. Philippe Mouchet (2:03.207); 28. Jeffry De Vries (2:03.361); 29. Adrien Morillas (2:03.417); 30. Jordi Vilella (2:04.354); 31. Baldassare Monti (2:05.162); 32. Stefano Caracchi (2:05.208); 33. Virginio Ferrari (2:05.834); 34. Aldeo Presciutti (2:06.120); 35. Gerard Muteal (2:06.225); 36. Terry Rymer (2:06.755); 37. Massimo Broccoli (2:07.055); 38. Bruno Scatola (2:07.157); 39. Vittorio Scatola (2:07.440); 40. Anton Berghammer (2:07.830); 41. B. Recuerico (2:09.073); 42. F. Celebrano (2:09.080); 43. Adriano Narducci (2:10.437); 44. Romolo Balbi (2:10.694); 45. Christy Rebottini (2:11.141); 46. Roberto Biagioli (2:11.604); 47. Christian Lavieille (2:15.614).

RACE 1: 1. Aaron Slight (Kaw); 2. Scott Russell (Kaw); 3. Fabrizio Pirovano (Yam); 4. Carl Fogarty (Duc); 5. Tripp Nobles (Hon); 6. Christer Lindholm (Yam); 7. Alex Vieira (Yam); 8. Brian Morrison (Kaw); 9. Fabrizio Furlan (Kaw); 10. Marcel Ernst (Kaw); 11. Dominique Sarron (Yam); 12. Mauro Mastrelli (Yam); 13. Adrien Morillas (Kaw); 14. Hervé Moineau (Suz); 15. Denis Bonoris (Kaw); 16. Nestor Amoroso (Kaw); 17. Jean-Yves Mounier (Yam); 18. Jordi Vilella (Yam); 19. Aldeo Presciutti (Duc).

Time: 37 min., 808 sec.
Distance: 18 laps, 64.728 miles.
Average Speed: 104.925 mph.
Margin of Victory: 0.045 sec.

Fastest Lap: Giancarlo Falappa, 2:00.628/107.318 mph.

RACE 2: 1. Giancarlo Falappa (Duc); 2. Aaron Slight (Kaw); 3. Fabrizio Pirovano (Yam); 4. Carl Fogarty (Duc); 5. Scott Russell (Kaw); 6. Mauro Lucchiari (Duc); 7. Stephane Mertens (Duc); 8. Piergiorgio Bontempi (Kaw); 9. Christer Lindholm (Yam); 10. Tripp Nobles (Hon); 11. Marcel Ernst (Kaw); 12. Brian Morrison (Kaw); 13. Hervé Moineau (Suz); 14. Fabrizio Furlan (Kaw); 15. Hugues Blanc (Kaw); 16. Urs Weber (Kaw); 17. Mauro Mastrelli (Yam); 18. Jean-Yves Mounier (Yam); 19. Gerard Muteal (Yam); 20. Jan Olav Notens (Suz); 21. Jose Sagardogui (Yam); 22. Denis Bonoris (Kaw); 23. Nestor Amoroso (Kaw); 24. Josip Dames (Duc); 25. Jordi Vilella (Yam).

Time: 37 min., 851 sec.
Distance: 18 laps, 64.728 miles.
Average Speed: 104.563 mph.
Margin of Victory: 1.37 sec.

Fastest Lap: Fabrizio Pirovano, 2:01.229/106.786 mph.

SUPERBIKE WORLD C'SHIP POINT STANDINGS (After 11 of 14 rounds): 1. Scott Russell (321.5); 2. Carl Fogarty (312.5); 3. Aaron Slight (258); 4. Fabrizio Pirovano (232); 5. Giancarlo Falappa (218); 6. Stephane Mertens (172); 7. Piergiorgio Bontempi (142.5); 8. Terry Rymer (95); 9. Mauro Lucchiari (94.5); 10. Christer Lindholm (85); 11. Fred Merkel (79.5); 12. Juan Garriga (71); 13. Jeffry De Vries (60.5); 14. Fabrizio Furlan (49); 15. Adrien Morillas (43); 16. James Whitham (43); 17. Dominique Sarron (35); 18. Keiichi Kitagawa (34); 19. Andreas Hoffmann (32); 20. Tripp Nobles (31).

Estoril - yes, or no?

It seems that the 13th round of the World Championship Superbike Series, scheduled to run October 17 in Estoril, Portugal, will likely take place - despite reports of the dangers the race track presents.

After superbike racer Davide Tardozzi presented a not-so-enthusiastic report on the work that had been done to the Portuguese track, the top 15 riders voted on whether or not to take part in the last European round of the series. Eight riders voted against going; and seven voted in favor of racing at Estoril. But it now seems likely that all will go, especially since the championship is not yet decided.

Many riders need every opportunity to score championship points. And the others can ill afford to allow them to do so. Among the most fervent advocates of the Portuguese track were Carl Fogarty, who lies second in the World Championship, and Stephane Mertens, sixth in the title chase.

Francis Batta, president of the SUBRA (Superbike Racing Association), was very disappointed with the lack of solidarity among the superbike racers.

"Apparently a riders' association does not work," he said. "The interests of each and every rider are very different and sometimes even contradictory. Things might be a lot easier if we had a strong team association that might react against the acceptance of dangerous tracks like Estoril. Today, all team managers agreed that there was no point in spending their time and money on a potentially dangerous circuit. But, after all, it is the riders who decide. And it is a shame that some of them just oblige their colleagues to go into a situation which might end in tears for some of them."

The Autodromo do Estoril, or more recently titled the Autodromo Fernanda Pires Da Silva, is an 11-turn, 2.7-mile road course which plays host to a FIA Formula One World Championship round.



A diamond in the rough

By Donn Maeda
Photos by
Kinney Jones

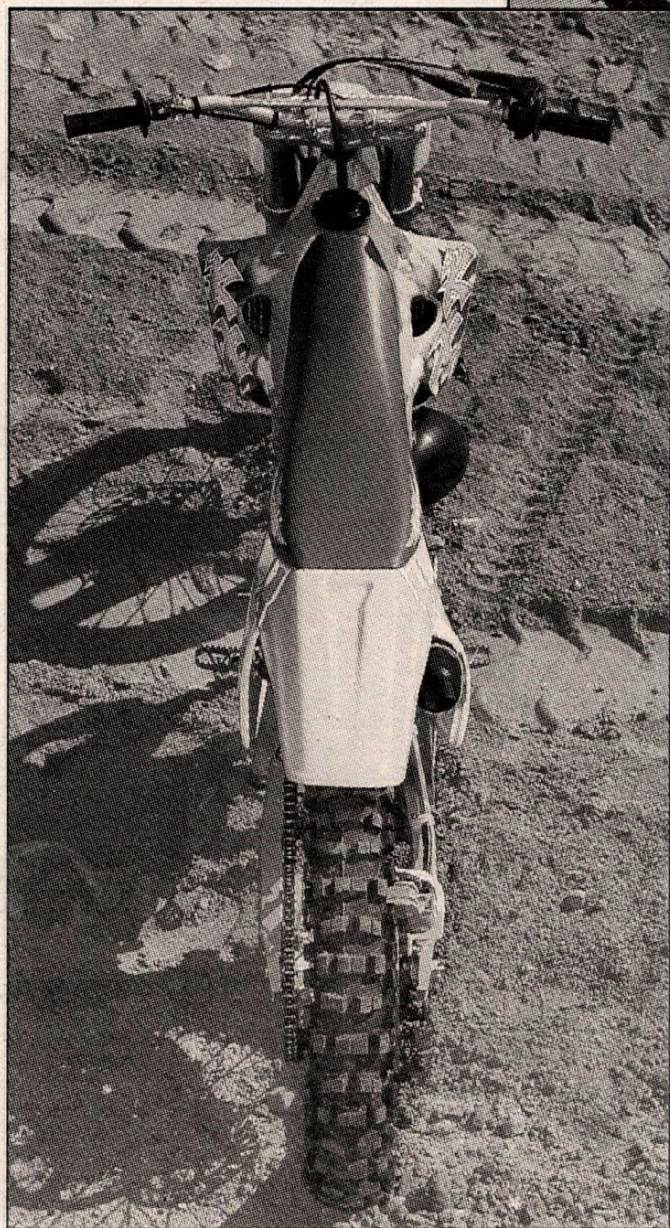
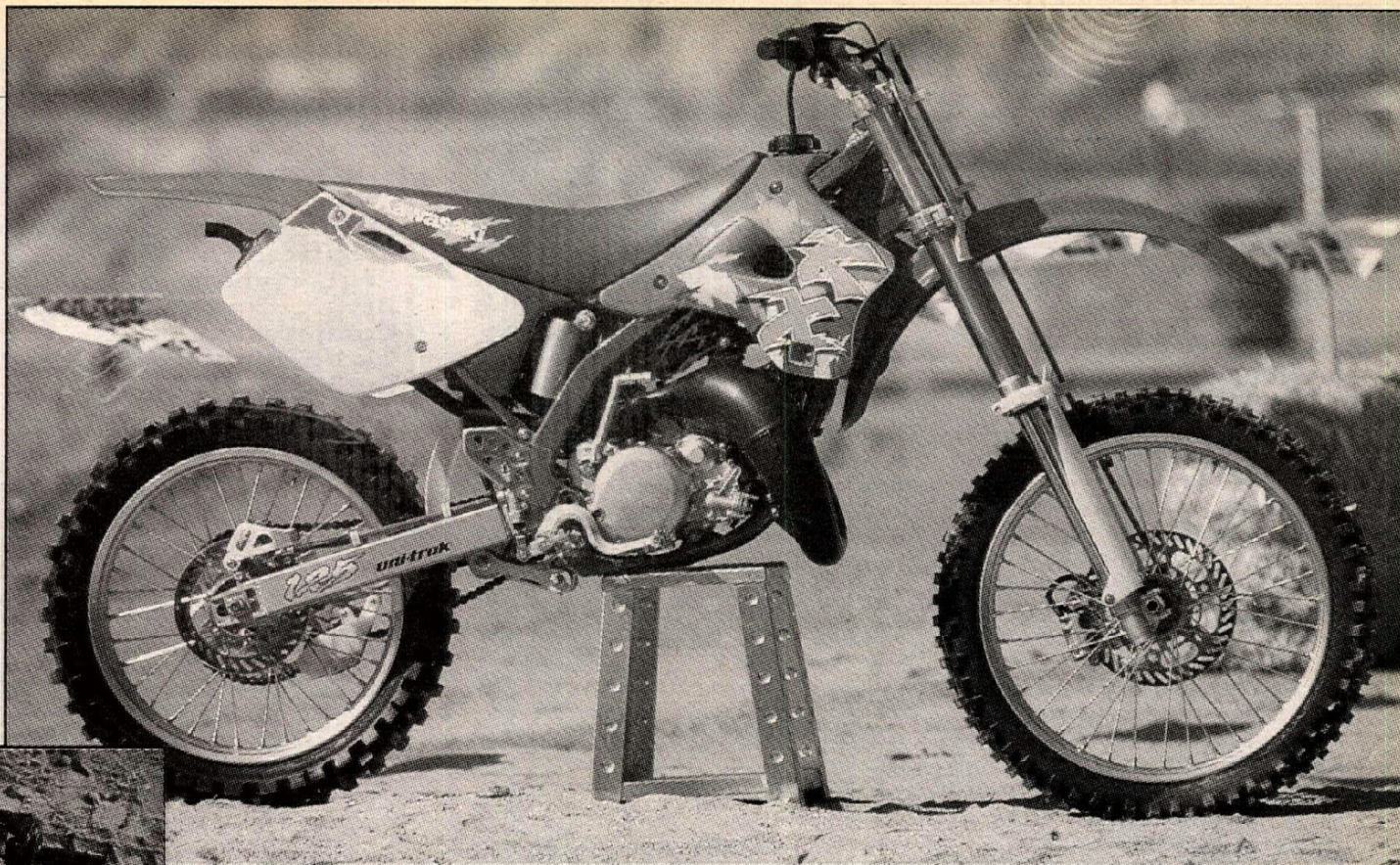


It's lean. It's green. But is it mean? Well, not really... But it can be.

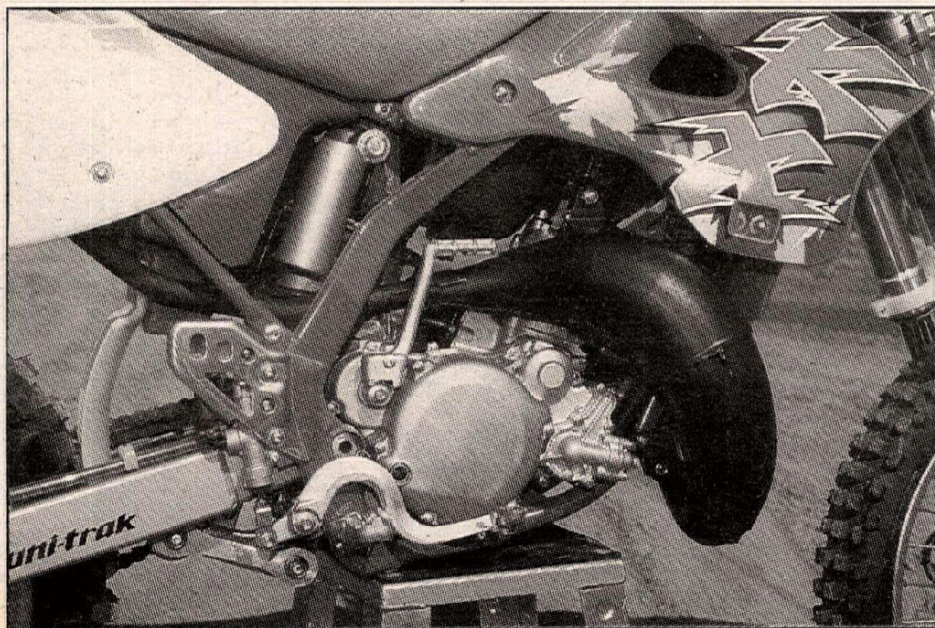
Kawasaki engineers have implemented changes, changes and more changes to the 1994 Kawasaki KX125, but perhaps the most important changes of all must be performed by the buyer. Say what?

"During initial R&D testing with the pre-production model, we were very pleased with the power output of the KX125's motor," said Kawasaki's Mel Moore. "But lo and behold, somewhere along the line the production models have lost a bit of their snap."

But fret not. After extensive production model testing, Kawasaki engineers have come up with solutions to the "missing-power mystery." And what might they be? A little cut here and a little cut there, but more on that later.



(Above) The 1994 Kawasaki KX125 features all-new bodywork and what are perhaps the best-looking graphics in years. (Left) The new plastic is smooth and easy to maneuver on, and the integrated sidepanel/airbox juncture doesn't catch the rider's boots. (Below) A little work is needed to bring the stock KX125 motor to life. Note the trick master cylinder guard.



So what's new?

The \$4099 price tag is new, that's for sure. With the ever-declining dollar-to-yen ratio the \$400 price increase was inevitable, but Kawasaki is confident that the new KX125 is well worth it.

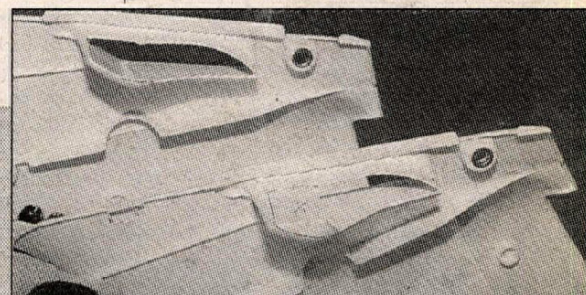
The big news in the chassis department is an all-new frame that is designed to provide improved cornering characteristics while retaining the KX's traditionally-superb straight-line stability. This was accomplished by shortening the wheelbase and lowering the steering head pipe. The end result is a chassis that allows the rider to cut a tighter corner.

Out back, the removable subframe is now steel instead of aluminum. Along with new frame gusseting, the steel sub-

frame is designed to improve the torsional rigidity of the entire chassis. The swingarm has also received a few changes and is claimed to be more rigid than its predecessor.

Suspension-wise, the Kayaba fork and shock are basically the same as last year's, but both are fitted with stiffer springs and have received updated valving specifications. The insides of the outer fork tubes are treated with a different coating process that is slipperier and has less friction. The shock's compression adjuster still has the same number of positions, but covers a wider range of adjustability.

In the motor department, the engine has a new four-petal epoxy resin reed



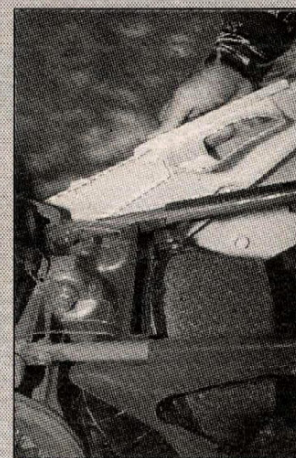
But what about those other changes?

In bone-stock condition, the KX125 bogs, pops and wheezes when ridden in the top of the powerband... but don't worry! A simple change in main jet size, as well as a few simple, easy-to-perform modifications to the sidepanels, mud flap and seat base will have the KX125 performing up to its intended potential.

First, the stock 165 main jet needs to be replaced with a leaner 160. Next, a pair of 1"x2" holes need to be cut in the clear plastic mud flap that covers the area underneath the seat, between the fuel tank and airbox. In order to allow the air that passes through those holes to reach the air filter, a few of the ribs on the seat base must be carved away. Finally, the insides of the sidepanels must be cut away to allow more air to flow into the airbox through the hand holes.

But a bike should be fast as is, you say?

We agree 100%, but if a rider were to pass on the 1994 KX125 because of such minor details, it's quite possible that he would miss out on a bike that can be transformed into a winner with minimal effort.



(Above) The sidepanels must be cut to allow more air into the airbox. The stock version is below, the modified version above. (Left) Look closely, and you'll notice the two rectangular holes that should be cut into the clear plastic splash guard between the fuel tank and airbox.

RIDING IMPRESSION

1994 Kawasaki KX125

valve, rather than the six-petal carbon fiber design of the past. The transfer and exhaust ports in the cylinder were reshaped, and the crankcases are completely redesigned. Ignition timing has been reworked in order to increase low and mid-range power.

The carburetor's throttle slide features a small cutaway that is claimed to improve throttle response, and is mated to an all-new airbox that is injection-molded for more-uniform, thinner wall thickness. The clean-air side of the airbox is 18% larger than last year's, and the duct to the carburetor is 10% smaller. Kawasaki says that the new airbox provides better throttle response, greater intake velocity and improved low-end and mid-range torque.

An all-new clutch and transmission features stronger shift forks and larger clutch plates for greater torque-handling capability and greater durability. The number of clutch friction plates has been

reduced from eight to seven in order to engage more smoothly.

Inside the gearbox, the transmission ratios have been reworked - first gear is lower and the rest are spread further apart. The gears themselves are also larger and stronger. The output shaft is three millimeters larger for added durability and strength.

Other changes include a dual-density urethane foam seat, that is 10mm lower than last year's. The handlebars have a lower bend to match the lower seat height. The expansion chamber is new, as is the silencer, which has been shortened 50mm. And finally, the green bodywork has received a facelift, as well as bright, new graphics.

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

Specifications

1994 Kawasaki KX125

List Price	\$4099
Displacement.....	124cc
Engine type	Liquid-cooled, single-cylinder two-stroke
Bore X Stroke	54 x 54.4mm
Compression ratio	9.1-8.1:1
Carburetion	Keihin PWK36
Ignition	CDI
Transmission speeds	6
Starting system	Kick
Fuel capacity	2.2 gal.
Wheelbase	57.3 in.
Rake/trail	26 degrees/109mm
Seat height	37.4 in.
Front tire	80/100-21
Rear tire	100/90-19
Front wheel travel	12.2 in.
Rear wheel travel	13 in.
Front brake	Disc
Rear brake	Disc
Final drive	Chain
Claimed dry weight	190.6 lbs.

I'll be honest - my first ride aboard the bone-stock KX125 left me quite disappointed.

The engine revved unusually slowly for a 125 and lacked any type of hit - down low, in the middle, or up top. When revved out, the motor would pop, sputter and cough as if the ignition were failing.

Enough of that. I was quick to return to the pits after only a few laps, and eager to have Kawasaki's Joe Wilson perform the recommended changes to the bike.

After only a few minutes, the KX was ready to go, and as I fired it up I immediately noticed that the bike had become considerably louder. Once on the track, though, a smile quickly crept over my face. Gone was the slow-revving pig that had left me bogging out of the corners only a few minutes earlier. Granted, it was by no means a fire-breather, but the jetting and airbox changes worked much better than I expected them to.

Though Kawasaki engineers say that they concentrated on giving the KX more low-end and mid-range power than last year's machine, I must say that their end product feels little different than the 1993 version. Like last

year's, the new KX125 powerplant doesn't produce much low-end power and it's strength lies in the upper-half of the powerband. In comparison to last year's motor, the '94 engine is definitely faster all around - but the horses are spread across the powerband in the exact same fashion.

Mel Moore did mention a more-extensive modification that Kawasaki's R&D department has had further success with, but it involved removing the cylinder and modifying the boost ports.

"By widening the two boost ports three millimeters on the outsides, the bike is transformed into an absolute rocket," said Moore. "This is a modification that we will most likely recommend in our Kawasaki Team Green News, but as far as a simple, five-minute fix, we will recommend the jetting and side panel modifications."

I had the opportunity to ride a machine that had the cylinder modifications, and as Moore said - the bike was a rocket. Power started further down low

and hit hard in the mid-range before continuing on with a strong top-end overrun.

While I liked our KX's motor, it was the bike's handling characteristics that really caught my attention. The new chassis, along with the stiffer springs and updated valving specifications in the Kayaba fork and shock deliver what is perhaps the most well-rounded package in the class. For the first time in recent years, the KX will carve an inside line with minimal effort, and at the same time deliver a sure and stable ride at high speed. Though it is not as adept at hugging the inside line as a Honda CR125 and not as stable as last year's KX, the new green machine is a nice compromise.

Unlike Suzuki's new-style cartridge fork, Yamaha's shortened-travel fork and Honda's short-tubed fork, the Kawasaki's Kayaba units boast only minor changes; stiffer springs and revised valving.

And that's all they needed.

Once again, the Kawasaki has an excellent pair of legs. The

forks soak up anything thrown their way; from square edged bumps to killer G-out landings. I have yet to ride the new Yamaha YZ125, but the KX forks are the best in the class thus far.

Out back, the revised shock works equally as well. Like the fork, the rear end soaks up most anything thrown its way. Last year we installed stiffer springs, front and rear, but the '94 is already fitted with them. The KX125 is a handling dream.

This year's brakes do a much better job of slowing the Kwacker down from speed, though they're still not up to par with the binders that come fitted on the Honda CR lineup. The front brake features a new caliper, revised master cylinder and different brake pads, and the result is a brake that works worlds better than it's predecessor. The rear brake is strong, but I was able to overheat the unit and cause it to squeal on several occasions.

When I first sat on the new machine it felt much smaller than last year's, but after

adjusting the new handlebar forward, the rider's compartment felt just fine. The bike has a narrower, shorter feel than the '93, but everything about the new machine is comfortable and rider-friendly. The redesigned sidepanel/airbox juncture had absolutely no edges to snag the rider's boot, and the new seat and radiator shrouds are slimmer and easier to maneuver on.

The new Dunlop D737 intermediate terrain rear tire works well in loamy soil, and equally as well on hard-packed tracks. The knobs do, however, wear quickly on harder ground. As always, the front Dunlop K490 is excellent.

In spite of the engine woes that the KX125 suffers from, I feel that the bike can be easily made into a real winner with minimal effort. Sure, it's not the fastest bike in the class, but it is quite possibly the best handling bike to be found. And you know what they always say - it's easier to make a slow bike fast. . . .

Donn Maeda

Age: 25
Height/weight: 5'10"/160 lbs.
Specialty: Motocross
Skill level: Novice

Opinions

I can safely say there is nothing I really dislike about the '94 KX125. But, then again, there isn't anything I really like about it, either. To me, the KX is about as middle-of-the-road as you can get, and I don't mean that in a negative way. In fact, quite the opposite.

My first impression of the new KX left me feeling a bit bewildered. I liked the bike but I just wasn't all that excited about riding it. Nothing really stood out in my mind - good or bad - when I climbed off the KX after spinning my first few laps on it. Yes, the jetting was indeed "not quite right" as it sputtered and popped at high RPM, but the little motor still produced good power and felt comparable to some of the other '94 125cc MXers I've ridden.

After making Kawasaki's recommended modifications to the sidepanels to help make the engine breathe better, the KX did run healthier but still wasn't "perfect." You could still feel the engine cough ever so slightly at high rpm and run a little rough when idling around at low rpm. At slow speeds, the KX always seemed on the verge of fouling a plug but never did. Instead, one good blip of the throttle and the engine would instantly "clean out." But despite the carburetion "faux pas," the KX motors around the track quite well - it pulls respectably hard out of the turns and down the straights. Even off the bottom the KX gets the job done, but its forte is from mid-range on up. On tight tracks, it wouldn't be a bad idea to get in the habit of keeping a

finger close to the clutch lever at all times.

There's no denying that the KX has a great chassis, perhaps the best in the business. It tracks well and turns lightning quick, thanks to the new frame and swingarm, no doubt. I wasn't all that crazy about the front suspension, but Donn thinks I'm crazy for not liking the fork. To me, the front cushion felt harsh, especially on one section of the track where medium-size stutter bumps had formed at the bottom of a fast down hill. There, I found myself really clamping down on the handlebars extra hard, gritting my teeth and searching for a new line after a couple of laps. Another section of the track - a high-speed straightaway - also raised my blood pressure a notch or two

more than once when the front end shook more than I liked. Perhaps more break-in time on the fork would help. According to Donn, who has logged more time on the KX than anyone on our staff, it does.

I had no complaints whatsoever about the rear suspension. The rear shock required no major tuning for my 160-pound chassis, and I just never thought much about the back end. It never swapped or kicked badly; instead, the rear wheel stayed close to the ground, and dug for traction.

I have always felt right at home on the KX125, and this year's machine is no exception. Despite the new frame, swingarm and plastic, the KX still fits me like an old shoe - all of the controls are within an easy

reach and operation is super smooth and light. Off the track, I also liked the new built-in "grab handles" for lifting.

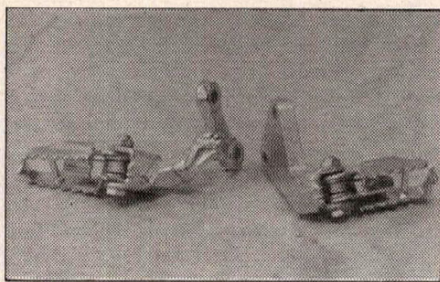
Overall, I like the KX very much, even in stock form (after side panel modifications, though), but the motor obviously needs some internal work to clean up the carburetion problem and make it run as it was designed to - like the early '94 KX125 prototypes, that are rumored to be rocket ships.

But for now, I wouldn't regret bringing this bike to the track.

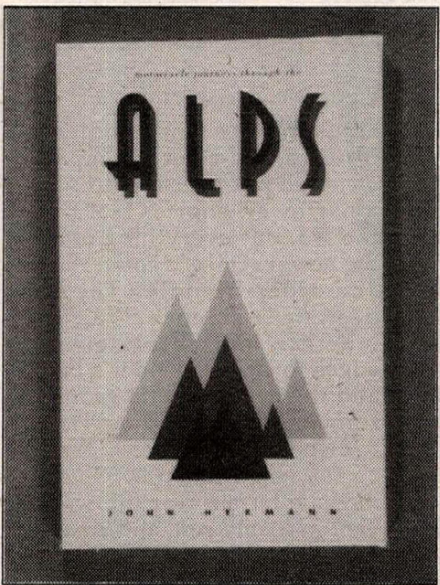
Kit Palmer

Age: 32
Height/weight: 6'1"/160 lbs.
Specialty: Off-road/MX
Skill level: A/Vet Intermediate

NEW PRODUCT



The Cycle Gear Suzuki DR/DRS Extra-Clearance Footpeg Mounts feature heavy-duty brackets which raise the footpegs 1/2" and reposition them slightly closer to the side cases. Cycle Gear claims that the repositioning results in better handling in rutted corners. Available for all DR and DRS models in black only, the kits cost \$99.99. For more information contact Cycle Gear, Dept. CN, 303 43rd St., Richmond, CA 94805, 510/236-5504.



New from the Whitehorse Press is tour guide John Herman's Motorcycle Journeys through the Alps, an information-packed book that contains many details about 49 individual riding trips that may be taken through the European Alps. Information on hotels, shops, restaurants and hard-to-find spots is included, as well as a variety of maps and detailed drawings to keep you from becoming lost. For more information contact the Whitehorse Press, Dept. CN, 154 W. Brookline St., Boston, MA 02118, 617/241-5241.



The Patch, from Nightrider Leathers, is a snap-on, snap-off leather patch that is designed to be used in conjunction with a pair of leather riding chaps. Yes, the Patch is made to cover the crotch area left unprotected by most chaps. Made of black top-grain leather, the Patch is lined with long-fleeced sheepskin and is claimed to keep the rider warm, even on the coldest of days. Options include one or two pockets and a choice of three different snap styles. The Patch is one-size-fits-all and costs \$40. For more information contact Nightrider Leathers, Dept. CN, 1980 Cliff Dr. #135, Santa Barbara, CA 93109, 805/568-0055.

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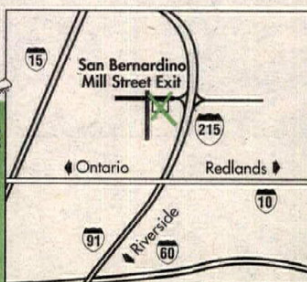


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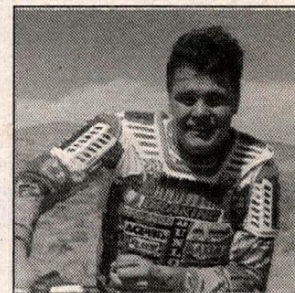
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RIDING IMPRESSION

Husqvarna's 1994 WXE 125, 250 and 360

A litter of pure-bred Huskys

constructing serious off-road competition motorcycles.

Husqvarna celebrated its 90th birthday in a major way, with Brit Paul Edmondson and Swede Sven Erik Jonsson - both

Husqvarna team riders - winning the 125cc Enduro and 350cc Four-Stroke Enduro World Championships, respectively, and Belgian Husky pilot Jacky Martens becoming the first four-stroke rider in 28 years to win the 500cc MX World Championship.

It is not at all accidental that two of the three world titles

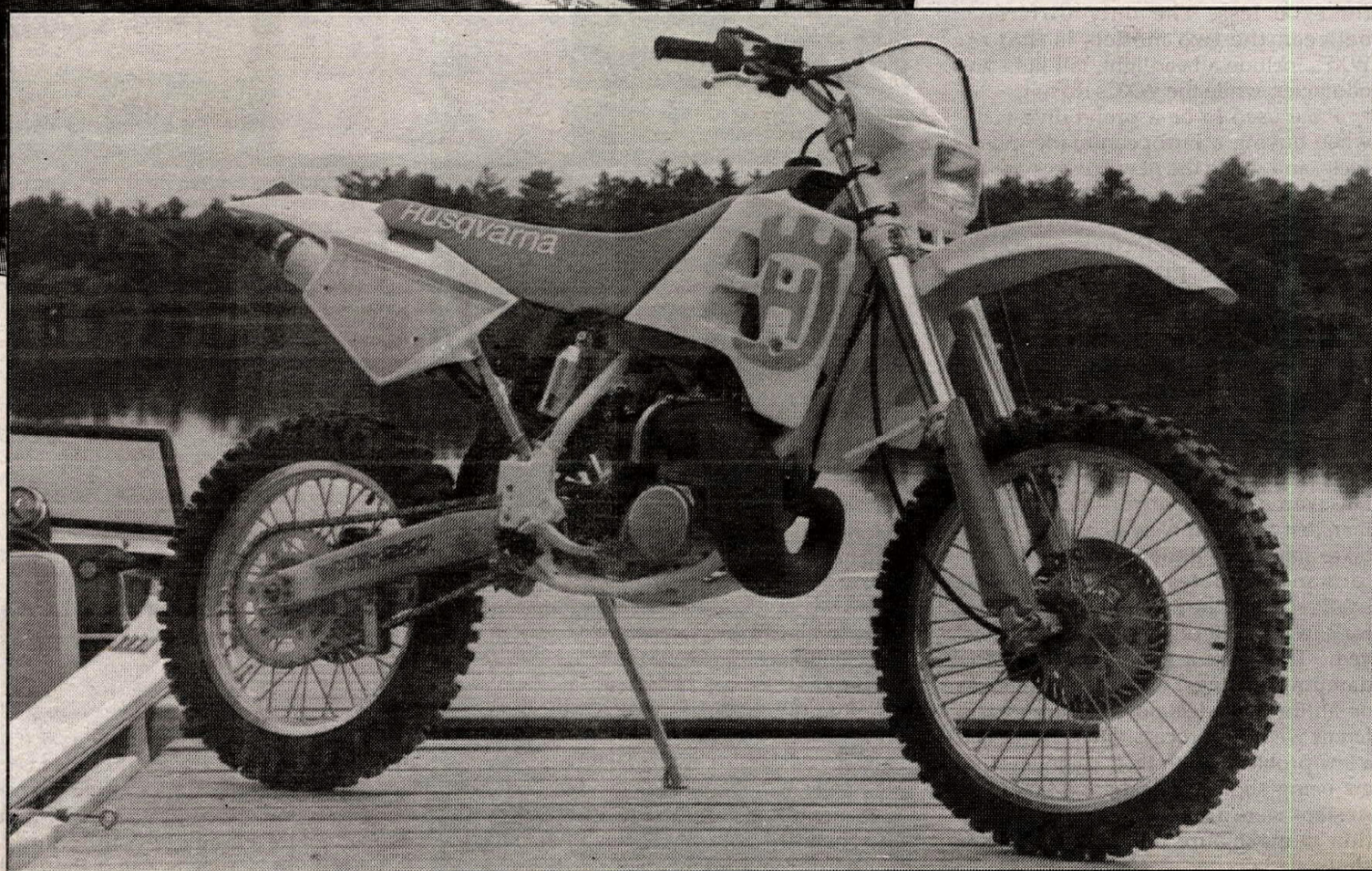
Husqvarna earned this year were aboard thumpers. With European emissions laws growing ever-more stringent, Husky views four-stroke technology as the sport's future, and is concentrating their efforts in that area. Husqvarna is not alone in this idea; next year, the FIM is cutting the number of two-stroke classes in international enduro competition from four to two, while retaining their two four-stroke divisions.

This is not to say that Husqvarna is forsaking their two-stroke line-up, or that they don't have the technology to change them. In fact, Cagiva has gleaned a substantial amount of two-stroke knowledge from their GP road racers; they are simply avoiding making huge investments in two-stroke off-landers until they are sure of the future. For now, the two-strokes are receiving yearly updates and improvements to the areas that need work. Sure, it's much more exciting to see all-new models every year, but the

In addition to several performance updates, the WXE250 now features bright yellow radiator shrouds, lighter blue graphics and a large sticker on the front fender. The quarter-liter powerplant offers a strong combination of healthy midrange power and a maneuverable chassis, which is perfectly suited for technical conditions.

So you think you're a motorcycle trivia expert? Answer this question: Which major motorcycle manufacturer celebrated its 90th anniversary this year? (Hint: It starts with the letter "H").

Actually, that was a trick question. The most obvious answer is Harley-Davidson, but you get extra points if you guessed Husqvarna. Believe it or not, Husky began making motorcycles way back in 1903, and while it is true that they were bought out by Cagiva just over five years ago, the Swedish company has actually been around since 1689, when they first began manufacturing guns. In the meantime, Husqvarna has built everything from sewing machines to chain saws, but since they "turned Italian," the company has been concentrating on what they do best -



The WXE125 (right) wasn't imported into the U.S. last year, but for '94 Husqvarna decided that Americans might like the tiddler. They were right. The 125's clutch plates are made from a new material and exhaust exits through a double-walled pipe. Both the 125 and the WXE360 (below) received different suspension settings and flatter-topped pistons. Price increases are minimal on all of the new Huskys.

truth is, that policy doesn't always make for better products, and even the "big four" Japanese companies are for the most part only updating existing models.

Though there weren't any earth-shattering changes to the new two-stroke lineup, Husky was proud enough of its three '94 off-road models that they unveiled them to several American motorcycle publications at a two-day press introduction in Massachusetts, at the home of former National Enduro Champion Kevin Hines. The four-stroke models had unfortunately not yet arrived in the States, and were thus not included in the introduction. For '94, Husqvarna will be importing only a very limited number of motocross models into the U.S., so we weren't able to ride those bikes either. The Husqvarnas we rode were actually pre-production units, but the bikes that come off the assembly line should be extremely close to what we were riding.

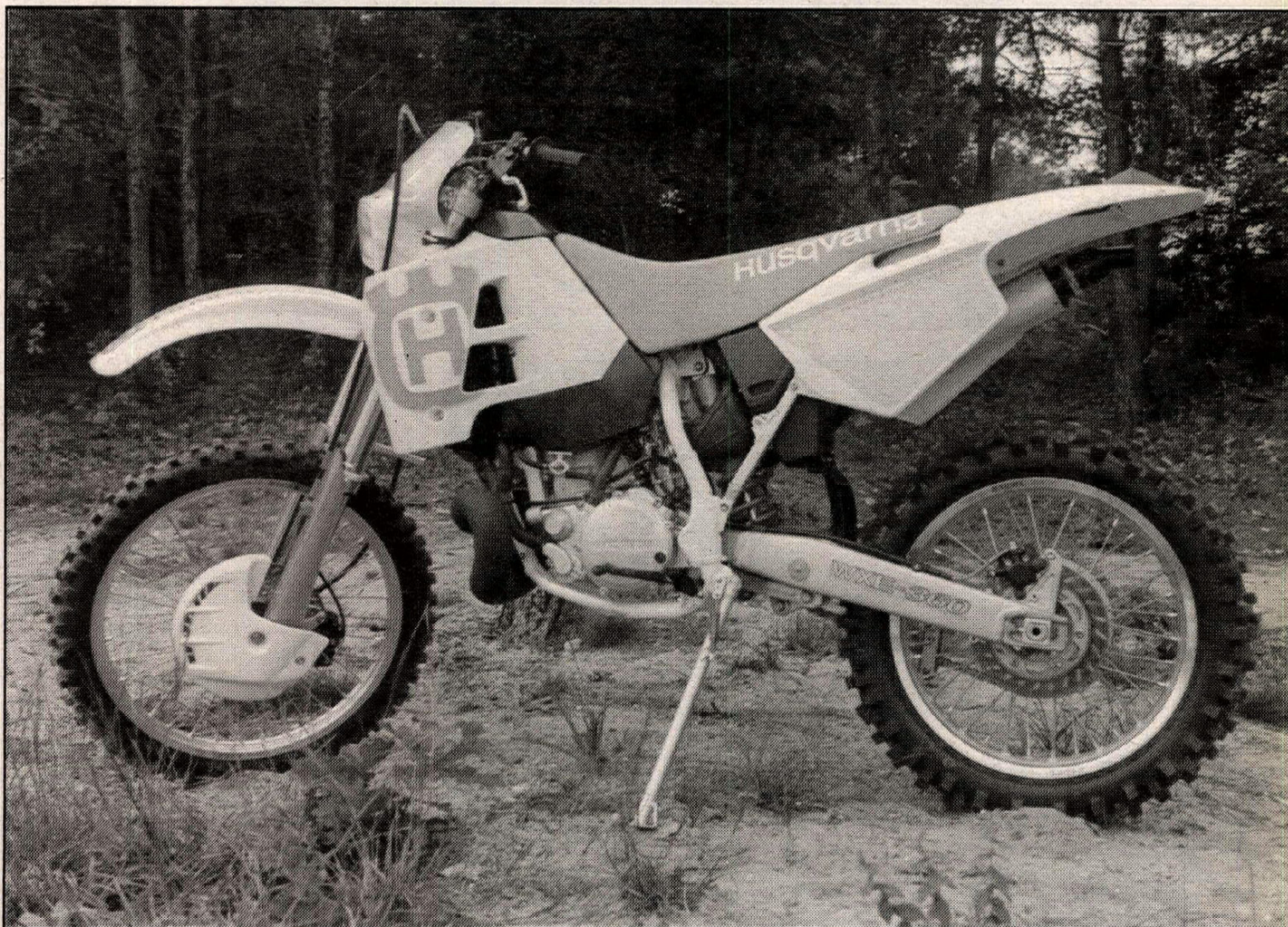
Are you sure those things are Huskys?!

While it may have nothing to do with performance, the most eye-catching modification to the new Husqvarna models is without a doubt the switch in color, from the traditional refrigerator white to a flashy florescent yellow. Actually, only the radiator shrouds and number plate stickers sport the new tint, but it's definitely enough to grab your attention. Also, the seat cover now sports a lighter blue color than last year, and the fork guards are blue as well.

As usual, with the new year come higher prices, but at least the increases are minimal with Husqvarna. At \$4895, the suggested retail price of the WXE250 is \$250 higher than last year, while the 360's price was increased just \$200 to \$5150. In the case of the 125, which goes for \$4050, there is no actual "increase," as Husky didn't import the tiddler model at all last year. Husqvarna also offers a WXC version of all three bikes for \$100 less. The only difference between the two models is that the WXEs include a headlight, tail light and odometer, while the WXC's do not.

Price used to be a prohibitive factor when buying a European-made motorcycle, and while the new Huskys are not exactly inexpensive, the declining dollar-to-yen ratio has been beneficial to the "Continental" manufacturers. Like the '94 KTMs, the pricing of the new Husqvarnas is now very competitive with the "big four." Most of the '94 Japanese models have undergone price increases of well over \$300, and many models that are similar to the WXEs now have higher prices than the Huskys.

The price increases on the new Husqvarna models are justified by more than just the Bold New Graphics, as the bikes have also undergone several performance updates. All three models have received the same inverted Showa fork, with different settings than last year. The Showa shock also got new damping settings, and the swingarms on all three models now undergo a different welding process. Husqvarna had a few problems with their chain tensioners being slightly misaligned last year, so steps were also taken during installation to make sure that this trend was eliminated.



In addition to having a new color, the seat cover is also thicker and is wrapped around a higher-density seat foam. The seat shape is identical to last year's, as is the base.

All three models now feature Domino grips, which have a shape that is similar to the popular Scott MX2s. A Domino throttle housing and cable replace last year's Magura unit, and feature a slightly slimmer design. Domino also supplies the clutch lever, which features a vertical groove a couple of inches in from the end. The groove, which is in the back of the lever only and does not affect comfort, is incorporated so that the lever will snap off in the center during a crash and in the process, save the perch.

All three models also get different

spokes and a switch to a different alloy in the engine cases.

The 125 features fiber clutch plates which are made of a new material, designed for a smoother release and positive engagement. When building Martens' GP title-winning 633cc four-stroke, Husqvarna engineers found that they could literally "tune in" clutch performance by using different materials, and that technology trickled down to the WXE125.

The 125 wasn't brought into the country last year, though, as it was sold only in Europe. The '94 version received altered porting, and in an effort to keep noise level down, the 125 also got a double-walled pipe. The 250 and 360 that we rode sported single-walled units, though there is a chance that the final

production versions will also get the quieter pipes. Whether or not they do, the pipes on both the 250 and the 360 will feature different shapes than last year's, aimed at producing more torque.

The shifting linkage on the two bigger bikes was modified and the reed petals are made from a different material.

The 125 and 360 have both received a piston with a flatter top, which is intended to reduce detonation. The 250's piston is identical to last year's.

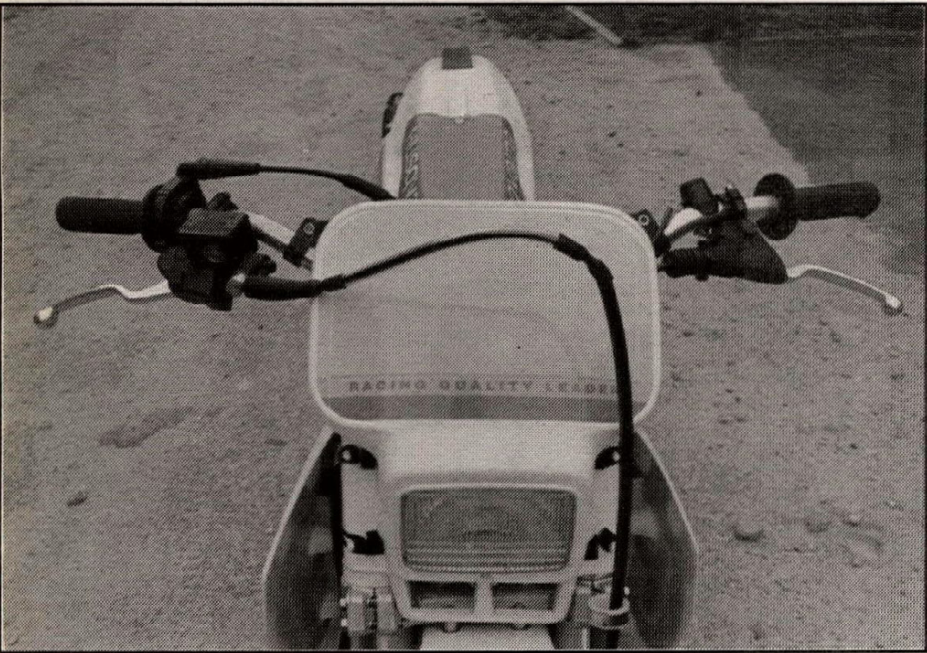
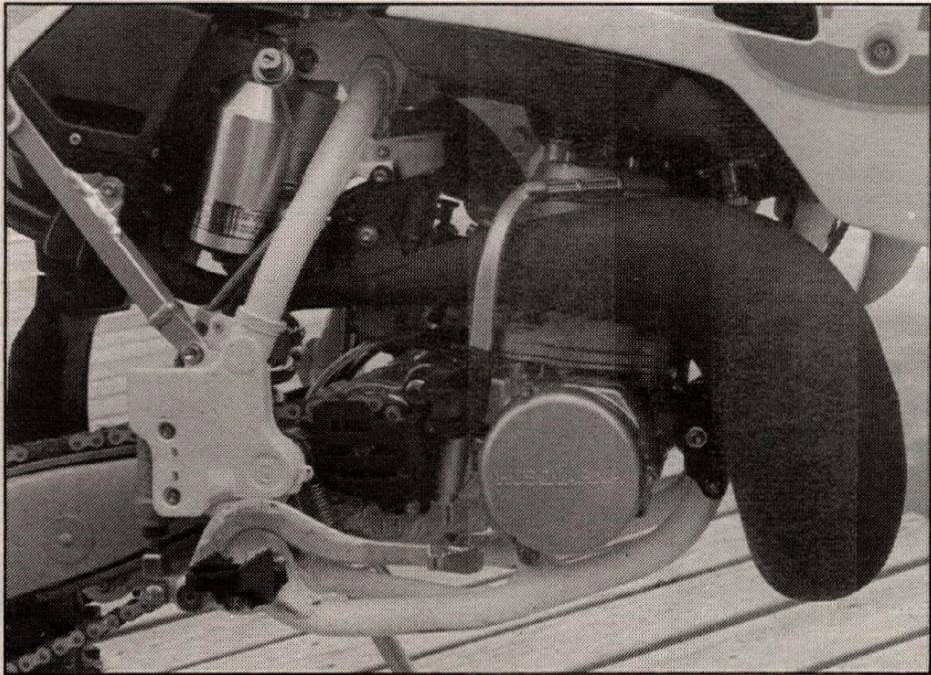
Tree-strafting with the new Hooskas

Husqvarna was smart in that they didn't hold their intro in the arid, barren southern California desert, as their bikes are much better suited for the tree-lined, root-infested, single-track trails that

RIDING IMPRESSION Husqvarna's 1994 WXE 125, 250 and 360



(Above) The Husqvarnas' swingarms undergo a new welding process, and the chain tensioner is now better-aligned with the chain. The frame guards are standard. (Right) The kickstart levers are a little awkward, but all three motors offer wide spreads of power. (Below) The WXE's now come with Domino grips, cables, throttles and clutch levers. The less-expensive WXC models don't include lighting or an odometer.



crack of the throttle and a quick fan of the clutch lever will get that next bend in the trail to approach at a frightening pace. Though the 360 doesn't have a violent hit, it does tire the rider, especially in the tight stuff.

Versatility is the strong point of the 360's powerband, as evidenced by Husqvarna employee and former ISDE Top American Fred Hoess, who was in charge of the press intro. Hoess is known for his banzai, feet-off-the-pegs style, and no doubt for his own personal safety, is a 125 specialist. Still, Hoess took a stint on the 360 during our ride, and was alarmingly fast on the bike. While he and Hines were rarely within eyesight of our group of lowly moto-journalists, Hines assured us that Hoess was a veritable missile aboard the Open class bike.

The next day I rode the 250, and immediately fell in love with it. The bike's mid-range power is its forte, though the powerband is broad enough that its bottom and top ends are also very usable. No matter which approach you take, the WXE250 will compliment your style. Whereas the 360 was tiring to ride, the 250 felt much more maneuverable, and could be ridden harder for a longer period of time. It has the perfect motor for enduro riding, which is no doubt why Hines

chooses it as his personal weapon for the Nationals. I absolutely loved the bike, especially for the tight terrain of the east coast.

I was reluctant to relinquish the 250, but as our second and final day of riding wore on, I decided I was obligated to spend some time aboard the WXE125. Much to my surprise, I had even more of a blast on the tiddler than I did on the other two bikes. Like any 125, the Husqvarna prefers to be screamed, but it is also blessed with an unusual amount of low-end grunt. This is rare for a 125, but is invaluable for technical enduro work, as it makes it possible to back off the throttle and still maintain forward motion when momentum is lost on slimy surfaces. However, while the motor's basement is nice, it should only be used when necessary. The pace will be much quicker when the WXE's throttle is put to the stops, in the style favored by both Hoess and Edmondson.

One nice additional feature on the WXE is the large 3.4-gallon tank, a rarity on a 125. The black fuel cell, which is completely covered by the radiator shrouds, is the same unit that comes on the 250 and 360.

Suspension on all three machines is perfect for eastern enduro work, as both ends soak up slippery roots and rocks with the greatest of ease. Once the sag was set, the only adjustment I made was to back off two clicks on the shock's compression damping knob. The WXE's were a little wallowy in the whoops and would no doubt be too softly sprung for western conditions, but they're great for the tight stuff.

All three Husqvarnas feature good geometry for enduro work. Tight corners are best negotiated when attacked aggressively with the rider well forward on the seat, and brake-sliding the rear end also works well.

Ergonomics on the Huskys are very good. The seat has a comfortable shape and the correct density foam, and the plastic bodywork is smooth, with hand holes incorporated in the side panels. The seat is held on by a single twist-fastener, allowing quick access to the air filter. The bikes come stock with a trick sidestand, which functions well but tucks way up where it won't catch on the rider's left boot. You may not ever use the sano little steering lock that comes standard on the WXE's headstays, but they could come in handy. Also, Husqvarna is one of the few remaining manufacturers to provide zerk fittings on the suspension linkage, making it easy to give the bearings a quick shot of lube. The kickstart levers are on the short side, but the bikes start well if you find top-dead center and give them a healthy boot.

The front and rear brakes on the WXE's offer good feel and decent power, though I'd have preferred the front binder to be a little stronger. Clutch pull requires two fingers and is on the stiff side, but is not out of line.

My biggest gripe with all three bikes centered on the shifting. Changing gears requires a deliberate prod of the pedal, especially when upshifting under power. The problem isn't a big one, but the shifting isn't up to par with many of the Japanese MXers.

I had a blast on all three Husqvarnas, but if I was laying down my own hard-earned coin, my choice would be the WXE250. It offered the best combination of good power and easy maneuverability, and would be hard to beat in a tough enduro. Now, if I could just get a ride on the '94 Husky four-strokes...

While Cycle News believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle(s). The reader should make his or her own investigation

make up Hines' training grounds. Hines bolted up aluminum hand guards on all of the bikes as soon as we had photographed them, and I was soon thankful that he did.

While the new yellow color of the shrouds may take a little getting used to, I soon grew to like it, as well as the lighter blue accents. In fact, by the end of the intro, the "albino" '93 Husky race bike that was sitting in the corner of Hines' garage was beginning to look a little old-fashioned. Unfortunately, I didn't have the same enthusiasm for the cornball "Racing Quality Leader" script on the number plates. It may fly in Italy, but it won't take English-speaking Husky buyers long to peel off the stickers.

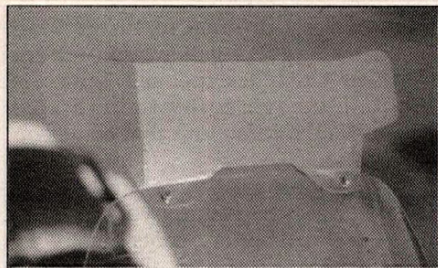
For our first ride, I started things off

aboard the WXE360, a bike that I had never ridden before. I was a little intimidated, as I had heard that the 360 was a bit of a handful in past years, but it really wasn't bad. I admit, there was never any doubt that I was aboard an Open class machine, but the power was not overly violent. The 360 works best when ridden in a gear high, using its extremely torquey bottom end to grunt through the tight trails. When things open up a little, however, a

Specifications

	Husqvarna WXE125	Husqvarna WXE250	Husqvarna WXE360
List Price	\$4050	\$4895	\$5150
Engine type	Single cylinder, two-stroke, liquid-cooled, w/ power-valve		
Displacement	124.6cc	249.6cc	348.8cc
Bore x stroke	56 x 50.6mm	67 x 70.8mm	78 x 73mm
Carburetion	Mikuni TM35	Mikuni TM38	Mikuni TM38
Ignition	CDI	CDI	CDI
Gear Box	6 speed	6 speed	6 speed
Front Suspension	Inverted Showa, adjustable rebound, compression and preload		
Rear Suspension	Showa, adjustable rebound, compression and preload		
Front Wheel Travel	12 inches	12 inches	12 inches
Rear Wheel Travel	12.5 inches	12.5 inches	12.5 inches
Fuel Capacity	3.4 Gallons	3.4 Gallons	3.4 Gallons
Wheelbase	57.1 in.	57.9 in.	57.9 in.
Seat Height	36.2 in.	36.2 in.	36.2 in.
Claimed Dry Weight	205 lbs.	222.7 lbs	227.1 lbs

NEW PRODUCT



The Flying Wing from the Allyn Air Co. was designed to increase the windshield height on motorcycles, thus making the existing windshield more effective. Made of shatter-proof lexan, the wing attaches easily to most windshields. Fully adjustable in height and angle, the Flying Wing is claimed to deflect wind noise and insects. The Flying Wing costs \$30. For more information contact Allyn Air Co., Dept. CN, 18 Millstream Rd., Woodstock, NY 12498, 914/679-2051.



The Turn One Chris Carr Grand National Champion T-Shirt features a full-color action image of the Grand National Champion on the front, and Carr's signature on the back. Available in sizes M-XXL, the Chris Carr T-Shirt comes in black only and costs \$17.95. For more information contact Turn One, Dept. CN, 1260 N. Hancock, #109, Anaheim, CA 92807, 800/262-4411.



The Firstgear Ranger Jacket features distressed black leather construction, a snap-out thermoliner made of aluminized mylar, a convertible neck warmer, dual-density armor in the elbows, and an adjustable waist. The jacket also boasts a number of handy pockets, both inside and out. Available in sizes XS-XXXL, the jacket is also available with an optional American flag embossed on the back. For more information contact Intersport Fashions West, Dept. CN, 333 S. Anita Dr., Suite 1025, Orange, CA 92668, 714/978-7718.



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HILLCLIMB AMA National Championship Hillclimb: Round 9

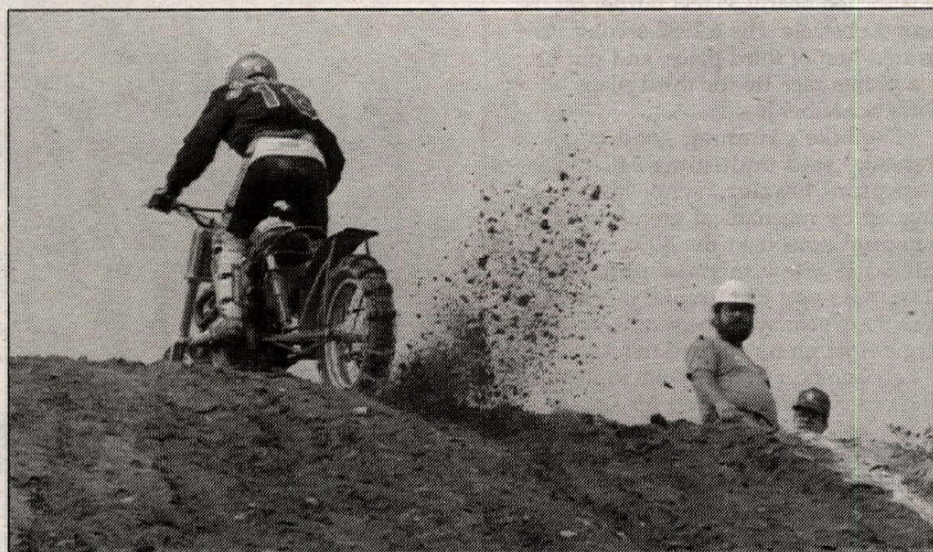


Ted Wilkins posted the winning time for the 540cc class on his impressive second run



Paul Lowe rode to 10th in the 540cc class, but holds fifth in the point standings.

Lou Gerencer Jr. scored the 800cc class win for the second week in a row.



Gerencer Jr., Wilkins come out smelling like White Roses

By Jay A. Herndon

JEFFERSON, PA, SEPT. 26

Red Team Harley-Davidson rider Lou Gerencer Jr. and Rotax-mounted Canadian Ted Wilkins launched up the White Rose M.C.'s hill with fast, flawless climbs to take top honors in the 800 and 540cc classes, respectively.

This marked the second time this year that the series made a stop at the popular ascent, which features a beautiful backdrop of natural scenery. The hosting club, which has been around for 42 years, is known for its dedication to safety; the club spent substantial amounts of time and money reworking the top half of the hill to take out a dangerous kicker, which seriously injured Lou Gerencer Sr. and John Williams when the series last stopped at the White Rose. The kicker was replaced at the 220-foot mark with a ledge that was cut into the side of the hill. A jump at the 40-foot mark was followed by a pair of small kickers before the ledge, and the hill finished with its steepest portion at 300 feet.

Morning dawned cold and rainy, but the precipitation stopped and left overcast skies. As riders arrived and proceeded to inspect the condition of the changed hill, the common observation was that the previous day's rains had left the hill wet. But most were confident that the soil would dry for the start of the event. The moisture kept the dust down, but caused hill workers to be buried by dirt and rocks from the bikes' huge roostertails.

James Zucco, known for his immaculate, green, stretched Kawasaki drew honors to start off the 540cc class. Zucco launched from the right side of the box, rolled over the first jump, and cracked his throttle again through the first set of breakers. He flew off the second jump and landed with good traction. Zucco wheeled and looped out to trip the lights with a time of 8.3263 seconds. Zucco's return in the second round proved faster and smoother and secured seventh place with a 7.2559-second run.

Steve Dresser returned to competition after a dirt bike crash forced him to miss two rounds. Dresser put his Suzuki

on the hill after starting from the far right in the box. Dresser's start was fast and he caught air off the first jump. He caught traction and wheeled upon landing, but set his front wheel down in time to launch over the second jump. Dresser finished his first climb in 7.0708 seconds. His second attempt proved more effective, as traction was becoming more abundant as the hill dried out. Dresser again started from the right, and his assault was nearly identical to his first one, with the exception of a faster 6.7064-second time. This secured him third overall for the day.

Ted Wilkins put his Rotax snowmobile-powered bike on the hill with his typical zest. His launch was quick and loud, and his landing from the first jump produced a wheelie. He adjusted the throttle to set the front back down after bobbling on the landing of the second jump, and fishtailed through the lights to a blazing 7.0148-second time. Wilkins' second run was faster yet, as he utilized a line that was slightly off to the right, with a straight shot at the jumps. Wilkins sailed long off the second jump,

landing right at the lights and improving his time to 6.4620 seconds. This secured his fourth win of the year and maintained his third-place position in the class' point standings.

Winner of the previous round, Paul Pinsonnault put his Honda up the hill quickly despite a bobble after the first jump. His time was 6.6551 seconds, and he returned later with a slower 6.8963-second attempt. This put him in second place, and kept him at the front in the points race.

"I knew the hill was gonna get a lot faster for the second run, and the bottom of the hill definitely was faster the second time out," said Pinsonnault. "I don't know, maybe the points race has got me a little nervous, too, but it worked out in my favor."

In the 800cc division, the USA Team's Randy Gabriel drew honors to start his class off with his nitro-burning Harley. Gabriel started on the far right, lost traction as he launched off the pad, and got sideways over the first jump. He used throttle control and body language to compensate, and flew over the

WORLDSPORTS 22ND ANNUAL WINTER NATIONAL OLYMPICS

second jump at 7.0291 seconds. Gabriel's second run improved his time to 6.9281 seconds, and secured him eighth place on the day.

Gabriel's teammate Tom Reiser brought his Harley-Davidson to the foot of the hill and fishtailed his way to the top, refusing to completely back off the throttle. His crowd-pleasing ride was not ideal, but still produced a respectable 7.1861-second time.

"That ride was a little wild and was less than professional," said Reiser. "I thought there was a track on the right side of the hill, and evidently there was, as Louie (Gerencer Jr.) picked me off and used the same groove."

Reiser's second run was more effective in execution. He started far right, lunged hard and twitched a little on the landing from the first jump. As Reiser fed the Harley all the nitro he could, he launched on up with a straight climb and flew over the second obstacle to land at the lights with a 6.2891-second run. The second climb assured Reiser of second place on the day.

Tim Frazier set his purple BSA far right in the box and put the nitro-fed machine up the hill quickly. He bobbled on the landing from the first jump, and made some body and throttle adjustments. Frazier flew on up the hill and over the second jump, drifting to the left as he finished with a 6.5796-second attempt. Frazier's second outing was nearly identical, only slightly faster, and he launched nearly 35 feet farther off the second obstacle. His 6.2982-second time assured him of third place, and put him in a points-race tie for third place with Harry Schreiber Jr..

"The bike's running good and I'm pleased," said multi-time 540cc class champion Frazier, who has been plagued by mechanical gremlins in his inaugural season in the 800cc class. "I still made a few mistakes, but in the 800cc class you can't make mistakes. I think next year we'll be ready, and I'm gonna work on it real hard this winter."

Lou Gerencer Jr. drew 13th in the running order, and displayed his finesse as he and his Harley-Davidson took another win. Gerencer Jr. was a rare rider to start from the left of the box, and hammered off the start towards the first jump. He landed slightly sideways and roosted up the hill with the rear end kicking. Gerencer Jr. flew long off the 220-foot-mark jump, and tripped the clock with a 6.2651. Gerencer Jr. didn't like the way the motor had sounded, so his crew investigated before his second run.

"We found one of the injector nozzles was turned sideways, so we straightened it out, got ready to make my second ride, revved the thing up, and it still sounded like it wanted to seize up," said Gerencer Jr. "So I held the throttle wide open until it wouldn't rev any more. Then I let go of the clutch. I got over the jump pretty good and just kept the thing on as hard as I could and ended up winning."

Results

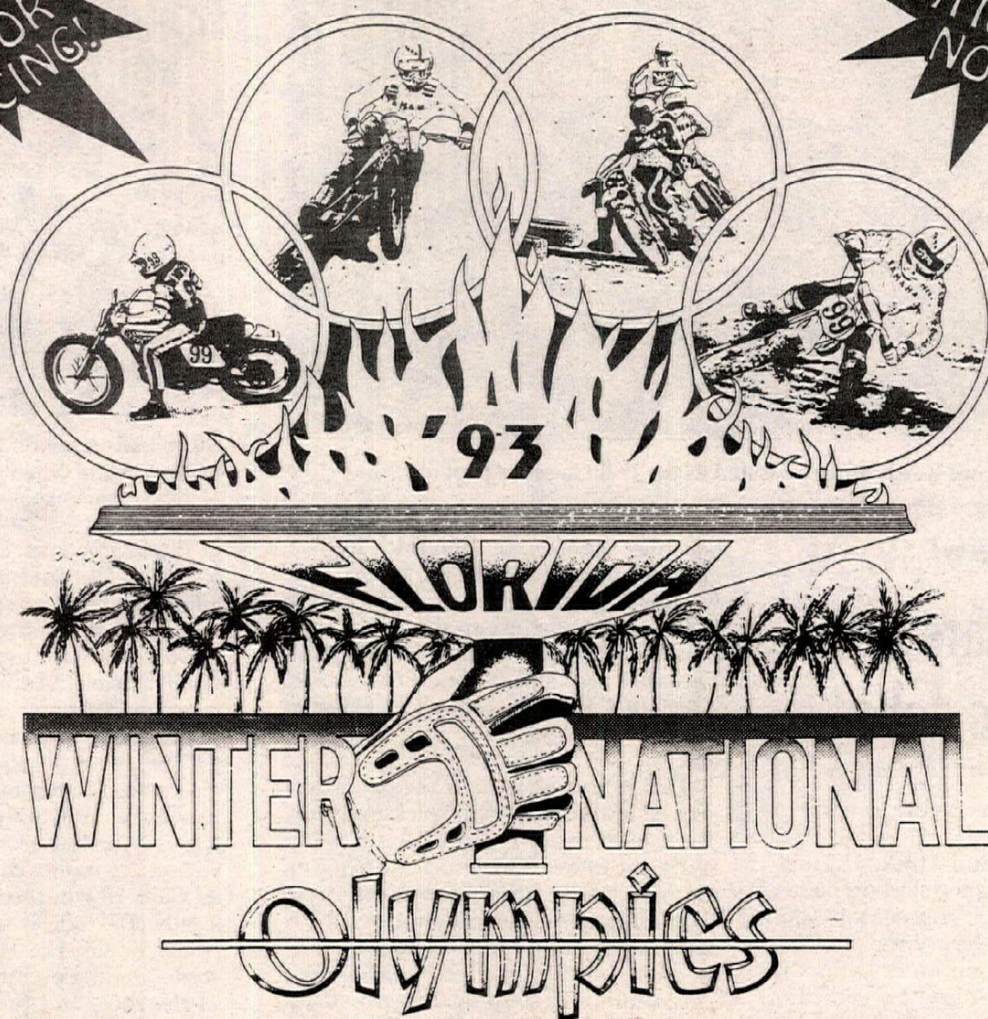
540: 1. Ted Wilkins (Rtx); 2. Paul Pinsonnault (Hon); 3. Steven Dresser (Suz); 4. Scott Everett (Tri); 5. Ernie Pellin (Hon); 6. Michael Debusk (BSA); 7. James Zucco (Kaw); 8. Alan Hoskins (Hon); 9. Doug Klont (Tri); 10. Paul Lowe (Kaw); 11. Steven Patrick (Yam); 12. Ralph Kreeger (Tri); 13. Paul Garrety (BSA); 14. Randy Dillion (Hon); 15. Leon Everett (Tri); 16. Michael Pulver (Kaw); 17. John Hislop (BSA).

800: 1. Lou Gerencer Jr. (H-D); 2. Tom Reiser (H-D); 3. Tim Frazier (BSA); 4. Greg Williams (Hon); 5. Glendal Petty Jr. (Tri); 6. Harry Scheiber (H-D); 7. Rodney Williams (H-D); 8. Randy Gabriel (H-D); 9. Rodney Smith (BSA); 10. Gary Miller (H-D); 11. Charles Casey (Yam); 12. Wallace Fowler (Suz); 13. Richard Carlson (H-D); 14. Danny Halcomb (Tri); 15. Bruce Ramsey (Hon); 16. Richard George (H-D).

AMA NATIONAL CHAMPIONSHIP HILLCLIMB SERIES POINT STANDINGS (After 9 of 10 rounds):

540: 1. Paul Pinsonnault (104/3 wins); 2. Scott Everett (101/2); 3. Ted Wilkins (96/4); 4. Alan Hoskins (80); 5. Paul Lowe (68).

800: 1. Tom Reiser (96/4); 2. Lou Gerencer Jr. (93/3); 3. (TIE) Tim Frazier/Harry Schreiber (90/1); 5. Greg Williams (84).



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EVENTS



PHOTO BY LARRY WITMER

Matthew Crown (91) and Keith Bowen tussled at the Fall Classic's first round.

AMA Fall Classic MX Series by Dirt Shirts.

LaRocco stars in Fall Classic debut

By Davey Coombs

BUCHANAN, MI, SEPT. 26

The famous Red Bud Track 'N Trail racing facility was the starting point for the new AMA post-season MX series, and newly crowned 500cc National MX Champion Mike LaRocco was the first big star to lend his name to the six-round series. The Kawasaki/MSR/Scott/Bell/EBC/Bridgestone-sponsored LaPorte, Indiana, native traveled to his old stomping grounds and won the 250/500cc class with a perfect 1-1 moto score. The extremely competitive 125cc class was won by journeyman pro Barry Carsten, who passed Kawasaki-mounted David Gaylord three corners from the checkered flag to clinch the second-moto win and the overall victory.

Michigan's own Jeff Curry and Yamaha-mounted Greg Bowen joined LaRocco on the podium as the second- and third- overall finishers, respectively, in the big bike class, while Michiganers Gaylord and Todd DeHoop followed Bayville, New Jersey's Carsten into the winner's circle as 125cc show and place riders.

According to AMA official Duke Finch, "The object of the program is to provide a fall series for our guys who don't have a factory contract or connections to get over to Europe and race after the Nationals end. This series will provide these riders with good competition, National-caliber race tracks and hopefully earn them some recognition."

The purse for each of the six races totals \$7000, split evenly between the two classes. LaRocco earned \$800 for his two-moto sweep of the big bike class.

Some of the other tracks included on the inaugural schedule are New Jersey's Raceway Park, Pennsylvania's High Point Raceway and Tennessee's Muddy Creek Raceway.

Since the 1970s, the Ritchie family's Red Bud circuit has held AMA National MX rounds, earning the facility the distinction of being the oldest venue on the schedule (and making the track older than many of the riders that now compete there). Unfortunately for the Fall Classic competitors, heavy rains late

Saturday night turned the track into an early-morning quagmire. A decision was made to delay practice until close to 11:00 a.m., as the grounds-keepers continually worked and scraped the track. The track was still in muddy condition when the first moto went off, but later in the afternoon the track started drying out.

LaRocco, a Kawasaki factory rider, arrived at the track in his pick-up truck, his KX500 practice bike in the back. With his father - Mike Sr. - acting as mechanic rather than his regular tuner Tom Morgan, LaRocco dominated both motos in the 25-rider 250cc/Open class. He spent much of the second 30-minute long moto entertaining the crowd by continually clearing "LaRocco Leap," a spectacular uphill triple jump named for the former Red Bud regular.

In the first moto Tuf Racing's Curry stayed in sight on a 250cc Kawasaki, but was never a real threat. The second moto saw LaRocco build a sizeable lead on Hond of Troy's Todd DeHoop and Greg Bowen, the younger brother of former Yamaha factory pilot Keith Bowen, who finished third in the moto. With Curry finishing outside the top 20 after experiencing difficulties, DeHoop claimed second overall with a 3-2 score, while Bowen's 7-3 was good for third. (Keith Bowen placed fourth in the first muddy moto aboard a Yamaha, but problems in race two kept him out of the top 20 in the moto and dropped him back to 11th overall).

Fourth in the 250cc/Open class was Gaylord, and rounding out the top five overall was Montgomeryville Suzuki/MSR/Tsubaki/Sunstar/N-Style/Scott-backed Carsten, who ran 5-5 in the two motos to augment his 125cc class win.

One highlight to the big bike class was the presence of former pro MX hero Warren Reid, who was competing on the only four-stroke machine in the field. According to Finch, Reid's motorcycle would not have been legal for a regular 500cc National - the bike is a Honda XR600 bored out to 630cc. The muddy conditions weighed heavily on Reid's performance and the veteran could only muster a 20th-place overall finish.

Other unique entries in the open class included Chris Ridgeway, who rode to 16th overall on a KTM 300 that was pumped up to a 370cc, and Dag Boyesen, who rode the Kawasaki "Link" 500 to sixth overall.

What the 250cc/Open class lacked in close racing was more than made up for



FILE PHOTO BY KINNEY JONES

Mike LaRocco won both motos and the overall in the Open class at Buchanan.

in the 125cc class. DeHoop came from fourth to first in the opening heat even after a stop to swap goggles one third of the way through the moto. Carsten and Gaylord ran a close second and third while Florida's Anthony Pocarobba was fourth and former minicycle champion John Kitsch placed fifth.

The second 125cc moto was even closer as Carsten took the lead in race two three corners from the finish, passing Gaylord and claiming the overall with a 2-1 score. The Kawasaki-mounted Gaylord was second overall with a 3-2 tally. DeHoop was beset by problems in the finale. The Honda rider's clutch started fading on him in the early stages of the race, and the trouble was compounded by a smashed pipe. DeHoop limped across the finish line in fifth place as Curry rebounded from a 14th-place finish in the opening moto to score third. Pocarobba was fourth and Kitsch followed DeHoop from sixth place at the finish.

The program also included youth and amateur racing on both Saturday and Sunday. One highlight of the program was Saturday afternoon's grass track Vintage program, which attracted 112 entries.

Results

125 MOTO 1: 1. Todd DeHoop (Hon); 2. Barry Carsten (Suz); 3. David Gaylord (Kaw); 4. Anthony Pocarobba (Suz); 5. John Kitsch (Suz); 6. Ty Harris (Hon); 7. Brad Strunk (Hon); 8. Wally Silva (Suz); 9. Jay Wagner (Hon); 10. Dan Jannette (Yam); 11. Adam Martin (Hon); 12. Doug Stone (Kaw); 13. Doug DeHaan (Suz); 14. Jeff Curry (Kaw); 15. Mike McDonald (Suz); 16. Andrew Retberg (Kaw); 17. Tommy Schesser (Kaw); 18. Jeff Hedden (Hon); 19. Kevin Churuch (Hon); 20. Kurt Deboer (Kaw).

125 MOTO 2: 1. Carsten; 2. Gaylord; 3. Curry; 4. Pocarobba; 5. DeHoop; 6. Kitsch; 7. Silva; 8. Jannette; 9. Martin; 10. Stone; 11. De Haan; 12. Deboer; 13. Harris; 14. McDonald; 15. Wagner; 16. Bret Pedone (Hon); 17. Chad Miller (Hon); 18. Hedden; 19. Jim Randa (Hon); 20. Chris Ritter (Hon).

125 O/A: 1. Carsten; 2. Gaylord; 3. DeHoop; 4. Pocarobba; 5. Kitsch; 6. Curry; 7. Silva; 8. Jannette; 9. Harris; 10. Martin; 11. Stone; 12. De Haan; 13. Wagner; 14. Strunk; 15. McDonald; 16. Deboer; 17. Hedden; 18. Pedone; 19. Retberg; 20. Miller.

OPEN MOTO 1: 1. Mike LaRocco (Kaw); 2. Jeff Curry (Kaw); 3. Todd DeHoop (Hon); 4. Keith Bowen (Yam); 5. Barry Carsten (Suz); 6. David Gaylord (Kaw); 7. Greg Bowen (Yam); 8. Dag Boyesen (Kaw); 9. Doug Stone (Kaw); 10. Darren O'Boyle (Yam); 11. Chris Ridgeway (KTM); 12. Matthew Crown (Yam); 13. Brad Kress (Suz); 14. Anthony Pocarobba (Suz); 15. Marty Schrauben (Hon); 16. Chris Hunter (Suz); 17. Scott Kirkpatrick (Kaw); 18. Warren Reid (Hon); 19. Tommy Schesser (Yam); 20. Douglas Schopinsky (Kaw).

OPEN MOTO 2: 1. LaRocco; 2. DeHoop; 3. G. Bowen; 4. Gaylord; 5. Carsten; 6. Boyesen; 7. Crown; 8. Kress; 9. O'Boyle; 10. Hansen; 11. Hunter; 12. Schrauben; 13. Kirkpatrick; 14. Schesser; 15. Ricky Joyce (KTM); 16. Stone; 17. Duane Anderson (Kaw); 18. Schopinsky; 19. Ridgeway; 20. Pocarobba.

OPEN O/A: 1. LaRocco; 2. DeHoop; 3. G. Bowen; 4. Gaylord; 5. Carsten; 6. Boyesen; 7. Crown; 8. O'Boyle; 9. Curry; 10. Kress; 11. K. Bowen; 12. Stone; 13. Hunter; 14. Schrauben; 15. Kirkpatrick; 16. Ridgeway; 17. Hansen; 18. Schesser; 19. Pocarobba; 20. Joyce.

AMA FALL CLASSIC POINT STANDINGS - OPEN: 1. LaRocco (50); 2. DeHoop (42); 3. G. Bowen (34); 4. Gaylord (33); 5. Carsten (32); 6. Boyesen (28); 7. Crown (23); 8. O'Boyle (23); 9. Curry (22); 10. Kress (21);

11. K. Bowen (18); 12. Stone (17); 13. Hunter (15); 14. Schrauben (15); 15. Kirkpatrick (12); 16. Ridgeway (12); 17. Hansen (11); 18. Schesser (9); 19. Pocarobba (8); 20. Joyce (8).

CMC Trans-Cal Mx Series North Round: 3

Brandes brilliant at Carson MX

By Joan Tiearney

CARSON CITY, NV, SEPT. 19

Race Tech/Answer-backed Michael Brandes got it all together to master four moto wins in the 125 and 250 Pro classes at Silver State Raceway where Plenty of pros turned out for the north round of the CMC Trans-Cal Series.

In moto one of the 125cc Pro class, first turn action saw Shane Esposito grab the holeshot with Todd McMaster, Spud Walters, and Brandes giving chase. Eight other fast-charging pros were on the gas and fighting for position, but Esposito had a solid lead out front. Brandes quickly moved into second from fourth, and the two front runners left the pack. Esposito held off Brandes for six laps, and Brandes tried every line and finally got around him on the seventh lap. Esposito settled in second while Brandes railed his Suzuki in for the first moto win. Spud Walters finished third, Greg Tirheimer fourth, and Chris Barker fifth.

In moto two, Esposito again got the holeshot with Rusty Holland on his rear tire. McMaster ran in third, Barker fourth, Kenny Lash fifth and Brandes, having his work cut out for him, was in sixth position. Brandes quickly passed three riders in one lap and was in pursuit of Esposito. Lap after lap, it was Esposito and Brandes battling it out for the lead. Tirheimer pulled off with mechanical problems. Walters was trying to make his move and was in third after dicing with Chris Barker, who opted to hang back and break in some new suspension. Brandes took the lead on lap six and was gone. Esposito finished second, Walters third, Holland fourth and Barker fifth.

In the 250cc Pro class, Rusty Holland got the holeshot ahead of Tyson Vohland, Brandes, Hawkins and Tirheimer. On lap three, Brandes made a spectacular pass gaining two positions with no problem, leaving Vohland in second and Walters in third. Brandes headed home for the win with Vohland finishing second, Holland third, Walters fourth and Lowell Moulal Jr. finishing fifth.

In the second 250cc Pro moto, Brandes captured the holeshot and took his Race Tech Suzuki to the bank with another flawless win. Spud Walters was second, claiming a second overall. Rusty Holland took third overall with consistent 3-3 finishes, and Vohland posted a fifth in the moto, giving him a fourth overall. Greg Allen finished fourth and placed fifth overall.

Results

50: 1. Alex Perez (Yam); 2. Walt Williams (Yam).
60 (0-8): 1. Reic Nye (Kaw); 2. Jimmy Hazel (Kaw); 3. Mikey Frakes (Kaw).

60 (9-11): 1. Ryan Wallace (Kaw); 2. Joshua Hanses (Kaw); 3. Chris McAvoy (Kaw); 4. Richard Duncan (Kaw); 5. Sara Gamar (Kaw).

80 BEG: 1. Monte Merrithew (Suz); 2. Steve Rulhren (Suz); 3. Jessie Smith (Kaw); 4. Chris McAvoy (Hon); 5. Nate Williams (Suz).

80 (9-11): 1. Justin Scullen (Suz); 2. Nathan Tiearney (Hon); 3. Bobby Bonds (Kaw); 4. Kyle Garner (Suz); 5. John Hanks (Hon).

80 (12-13): 1. Jesse Ketcham (Suz); 2. Brett Racine (Kaw); 3. J.J. Cummings (Suz); 4. Thomas Miller (Hon); 5. Dustin Miller (Kaw).

80 (14-16): 1. Glen Williams (Suz); 2. Cody Killam (Kaw); 3. Jacob Wilcox (Yam); 4. Steve Marty (Hon).

125 BEG: 1. Abe Neitling (Suz); 2. Zack Schwatka (Hon); 3. Joe Machado (Hon); 4. Brandon Duntch (Suz); 5. Marvin Small (Suz).

125 JR: 1. Kevin Smith (Yam); 2. Ryan Dutsch (Suz); 3. Clint Willis (Yam); 4. Greg DeYoung (Suz); 5. Phil Lovel (Yam).

125 INT: 1. Tracy Asher (Suz); 2. Joey Schultz (Hon); 3. Dan Cordle (Hon); 4. Tim O'Brien (Hon); 5. Mark Lauser (Kaw).

125 PRO: 1. Michael Brandes (Suz); 2. Shane Esposito (Hon); 3. Spud Walters (Suz); 4. Rusty Holland (Suz); 5. Chris Barker (Hon).

250 BEG: 1. Cory Garcia (Yam); 2. Abe Neitling (Kaw); 3. Mark Cooper (Hon); 4. Julian McDonald (Hon); 5. Matt Uldricks (Suz).

250 JR: 1. David Denton (Yam); 2. Tom Berry (Yam); 3. Ron McCoy (Hon); 4. Greg King (Kaw); 5. Clint Willis (Yam).

250 INT: 1. Dennis Kritzer (Yam); 2. Tracy Asher (Suz); 3. Joey Schultz (Hon); 4. Willy Heiss (Kaw); 5. Shad Echeberger (Yam).

250 PRO: 1. Michael Brandes (Suz); 2. Spud Walters (Suz); 3. Rusty Holland (Suz); 4. Tyson Vohland (Yam); 5. Greg Allen (Kaw).

UTH JR: 1. Craig Wentz (Yam); 2. Jay Vice (Yam); 3. Richard Quinones (Hon); 4. Martin Markle (Suz); 5. Jim Fry (Hon).

UTH INT: 1. Larry Smith (Yam); 2. Paul Barnes (Yam); 3. Jeff Morris (Yam); 4. Shaun Palmer (Suz); 5. T. Holmes Jr. (Suz).

500 AM: 1. Joey Schultz (Hon); 2. Dave Westfall (Hon); 3. Daren Gable (Kaw); 4. Jim Johnson (Hon); 5. Tom Garnett (Kaw).

OT JR: 1. Tim Ketcham (Kaw); 2. Robert Colelan (Yam); 3. Jim Abogast (Kaw).

OT INT: 1. Joe Holley (Yam); 2. Bob Hansen (Yam); 3. Larry Burton (Yam); 4. Jim Davidson (Hon); 5. Lonnie Thompson (Kaw).

OT MSTR: 1. Steve Curtis (Hon); 2. Ralph Byram (Yam); 3. Chris Reid (Kaw); 4. John Segal (Suz); 5. Willy Gusse (Kaw).

VET BEG: 1. Dion Bell (Hon); 2. Mark Barr (Yam); 3. Pete Moore (Hon); 4. John Daugherty (Kaw).

VET JR: 1. Dennis Smith (Yam); 2. Ric Nye (Suz); 3. Stacy Rowe (Suz); 4. Michael Corda (Kaw).

VET INT: 1. Jeff Rappetti (Kaw); 2. Jim O'Neal (Hon); 3. Mike Dunivent (Yam); 4. Rod Dunivent (Yam); 5. Marshall Thomas (Kaw).

VET PRO: 1. Jim Holley (Yam); 2. Jon Nelson (Yam); 3. Randy Chapman (Suz); 4. Mark Nason (Kaw); 5. Mike Newman (Suz).

U.S. Junior Speedway Championship

Downing claims Junior title at Victorville Spdwy

By M. Sober

VICTORVILLE, CA, SEPT. 19

Fourteen-year-old Stephen Downing made good on his promise to capture the United States Junior Speedway Championship as he went undefeated, scoring a perfect maximum in the event at Speedway USA.

Downing, barely a year removed from fracturing his femur in one of the ugliest looking crashes in recent Costa Mesa history, not only took the top spot but did so in convincing fashion, taking four straight wins in the unique program formula that concluded after a quartet of heats rather than the traditional five-ride scenario.

Downing started off the National in what would become typical fashion for him on the day, taking the win from the outside starting position over Michael Hull and northern California's Matt Proto. Defending Junior National Champion Matt Becker took the gate and the win in the second heat, leading Brandon Mitchell and Ian Ferris to the checkered flag. Crowd favorite Ryan Fisher put together four nice consistent laps to claim the win in the final heat of the first round. Fisher, who began competing as a rule exception seven-year-old in 1991 and had to have his already minimum-sized Junior frame modified so that he could reach the ground with his left foot, looked impressive as he stayed in front of Billy Janniro and the struggling Fishback, who finished in third.

Fishback quickly redeemed himself in the first heat of round two, as he convincingly led all four laps. The second heat of round two provided the small but enthusiastic crowd with its first real taste of competitive tension as Fisher and Downing brought their perfect scores to gates one and two. Mitchell

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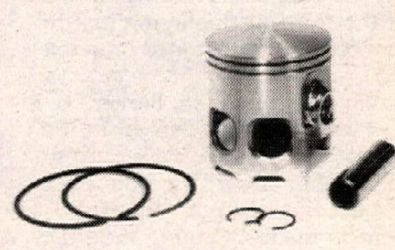
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EVENTS



Jerry Aleman (69), Mark Tilley (2) and Milton Chavez (88) diced at the Perris night MX.

rounded out the heat coming from Downing's immediate right in starting position three. Downing managed the start well and held off the big-hearted Fisher from start to finish. Mitchell finished in the caddy position, still suffering from that dreaded virus of consistency deficiency. Northern Cal resident and defending Champion Becker managed to keep his perfect score alive as he won the final heat in the second round.

The crowd buzzed with anticipation as the opening heat of the third round approached the starting tapes. Fishback Jr. pushed at the dirt in starting lane two while bookended by perfect scorers Downing and Becker, who cautiously staged in the boxes on either side of him. Becker was on the inside pole position, benefiting from the luck of the blind draw staged just minutes prior to the heat. All three riders reacted differently as the starting tapes flew up. Becker was the first out of the box, his reactions followed quickly by Downing who, after dropping the clutch at the line, immediately gained more traction than he desired and shot skyward in a classic starting line loop. Fishback, who was the third quickest off the tapes just inches behind Downing, must have been distracted by the spectacle to his near right as he nearly duplicated Downing's act and landed beside him on the front straight. The referee called for a complete restart and the heat was restaged with all the riders making the call. Downing proved that old adage that sometimes it is better to be lucky than good as he passed Becker in the second lap of the restart to put himself into the top points position, remaining the only rider with a perfect score after three rounds. Downing had Fishback to thank for his fortune, for if the rookie had not also crashed in the first lap, Becker would undoubtedly be the Junior with the most points sitting atop the heap. Fisher continued to take large chunks of points as he lead Hull and Ferris in the next ride. Janniro got his first win of the night in the third heat, staying just in front of an obviously frustrated Brandon Mitchell.

With only one round left, Becker saw his repeat hopes further dashed in the opening heat when he took a second to the pesky Fisher. Downing now only needed a second place in the night's final event to insure winning the title. Downing did better than that; despite a restart caused by some questionable rough riding that saw Billy Janniro disqualified, he dialed the rerun from start to finish, maintaining his perfect score and taking home the trophy.

Results

JR D-1: 1. Stephen Downing, 12; 2. Ryan Fisher, 11; 3. Matt Becker, 10; 4. Jimmy Fishback, 8; Billy Janniro, 7.
JR D-2: 1. Brett Becker, 20; 2. Ian Essary, 16; 3. Shawn Draper, 16; 4. Jeremy, Simmons, 16; 5. Robert Lavendoski, 14.

Barnett clutches Brainerd Road Race victory

By Kevin Downey

BRainerd, MN, SEPT. 18-19

Doug "Clutch" Barnett missed the gate for his Middleweight Production Sprint race, but still showed his skill level with four wins and a second to lock up the number-one plate in the Novice ranks during the final CRA weekend at Brainerd International Raceway.

Barnett proved that cornering ability was more important than straightaway speed as he beat ZX-7's and GSXR750's on his CBR600F2.

The Expert number-one battle between Steve Johnson and John Mensch was a bit tighter, but it appears that Johnson will carry the plate next year. Mensch did very well on a borrowed FZR600 until its front brake locked up coming into turn 10, pitching Mensch over the bars as the bike did some spectacular aerial maneuvers before landing. Mensch was only bruised and managed to come back later in the day on his own FZR400 for a win in Lightweight Supersport and a second in Lightweight Superbike.

In the 'get-points-while-you-can' department, Jeff Johnson's McCall-sponsored CBR900RR took first place in both Unlimited Production and Unlimited Supersport, with Mike Ruehle's ZX-7R and Keith Dierkes' ZX-7 in tow for second and third in both races. These three chased the smoke from, but never caught, AMA racer John Stanley and Brian Okubo on their TZ250's in the Unlimited Superbike event. Okubo solved part of his starting line problems in the Heavyweight Superbike race and let Stanley settle for second, though the four-strokes were again lost in the smoke. On the final lap of the final sprint race of the day, Okubo did some truly amazing acrobatics out at turn eight. He lost the rear and it looked like a prelude to a high-side. Okubo came off the seat, still holding the bars as his head went in front of the windscreen while his feet pointed skyward, cracking the windshield as his helmet hit it, sending him back on to the seat without losing the bike. This series of events allowed Stanley to take a lead that Okubo could not regain. Okubo still didn't allow Ken Doble's new ZX-6 to take second place away.

Sunday's 5-Hour Endurance saw a 56-bike field thunder off in three waves to an incident-free first few laps. Bikes of every size and configuration from RZ350 to CBR900RR competed in 10 classes for bragging rights during the intense off-season bench racing. Jeff Johnson and Scott Ruehle (Spastic Racing) led most of the race chased by Team Tacos' bike owned by Boyd Whiteoak who had crashed on Saturday and spent Sunday at St. Jo's Hospital in Brainerd. At the end of the fifth hour, Johnson and Ruehle collected the win.

Results

UL PROD: 1. Steve Johnson (Hon); 2. Mike Ruehle (Kaw); 3. Keith Dierkes (Kaw); 4. John Mensch (Yam); 5. Steve Johnson (Hon).
H/W PROD EX: 1. Mike Ruehle (Kaw); 2. Keith Dierkes (Kaw); 3. John Mensch (Yam); 4. Steve Johnson (Hon); 5. Pat Dipple (Suz).
H/W PROD NOV: 1. Doug Barnett (Hon); 2. Boyd Whiteoak

(Kaw); 3. Kevin Reynolds (Hon); 4. Dave Soderholm (Hon); 5. Larry Shaw (Suz).
M/W PROD EX: 1. John Mensch (Yam); 2. Steve Johnson (Hon); 3. Todd Rypka (Hon); 4. Steve Canniff (Hon); 5. Steve Ortiz (Hon).

M/W PROD NOV: 1. Kevin Reynolds (Hon); 2. Todd Fischer (Yam); 3. Dave Soderholm (Hon); 4. Jassen Volk (Yam); 5. Rich Heitkamp (Hon).

L/W PROD EX: 1. John Mensch (Yam); 2. Charlie Bach (Yam); 3. Steve Strandemo (Yam); 4. Mark Dargis (Yam); 5. Steve Shober (Yam).

L/W PROD NOV: 1. Alexander Essbaum (Yam); 2. Sean Maynard (Yam); 3. Shane Simonette (Yam); 4. Galen Jorgenson (Yam); 5. Eric Schlemmer (Yam).

ULT L/W PROD EX: 1. Tom Maier (Suz); 2. Glen Christianson (Suz); 3. Mark Bennett (Suz); 4. Richard Becker (Suz); 5. Ross Freeman (Suz).

ULT L/W PROD NOV: 1. Chad Bochet (Suz); 2. Curt Johnston (Suz); 3. Gregg Mellberg (Suz); 4. Arne Ion (Yam); 5. Tim Commers (Yam).

UL SS: 1. Jeff Johnson (Hon); 2. Mike Ruehle (Kaw); 3. Keith Dierkes (Kaw); 4. John Mensch (Yam); 5. Bryant Solberg (Hon).

H/W SS EX: 1. Keith Dierkes (Kaw); 2. Mike Ruehle (Kaw); 3. Brad Zajic (Hon); 4. Pat Dipple (Suz); 5. Steve Johnson (Hon).

H/W SS NOV: 1. Doug Barnett (Hon); 2. Tim Wadsworth (Kaw); 3. Larry Shaw (Suz); 4. Todd Fischer (Yam); 5. Paul Fugere (Kaw).

M/W SS EX: 1. Steve Johnson (Hon); 2. Scott Ruehle (Hon); 3. Ken Doble (Kaw); 4. Todd Rypka (Hon); 5. Brad Zajic (Hon).

M/W SS NOV: 1. Doug Barnett (Hon); 2. Todd Fischer (Yam); 3. Kevin Cisaroski (Yam); 4. Rich Heitkamp (Hon); 5. Jason Lanigan (Yam).

L/W SS EX: 1. John Mensch (Yam); 2. Charlie Bach (Yam); 3. Steve Shober (Yam); 4. Mark Dargis (Yam); 5. Steve Strandemo (Yam).

L/W SS NOV: 1. Kevin Cisaroski (Yam); 2. Alex Essbaum (Yam); 3. Sean Maynard (Yam); 4. Joe Cornelius (Yam); 5. Scott Hansen (Kaw).

ULT L/W SS EX: 1. Mark Bennett (Suz); 2. Glen Christianson (Suz); 3. Tom Maier (Suz); 4. Ross Freeman (Suz); 5. Richard Becker (Suz).

ULT L/W SS NOV: 1. Ken Uekert (Suz); 2. Dana Nybo (Suz); 3. Dave Soderholm; 4. Arne Ion (Yam); 5. Gregg Mellberg (Suz).

H/D TWSPTS: 1. Brett Donahue (H-D); 2. Tony Donahue (H-D).

UL S/BK: 1. John Stanley (Yam); 2. Brian Okubo (Yam); 3. Jeff Johnson (Hon); 4. Mike Ruehle (Kaw); 5. Keith Dierkes (Kaw).

H/W S/BK EX: 1. Brian Okubo (Yam); 2. John Stanley (Yam); 3. Mike Ruehle (Kaw); 4. Keith Dierkes (Kaw); 5. Ken Donle (Kaw).

H/W S/BK NOV: 1. Doug Barnett (Hon); 2. Richie Ruberizer (Suz); 3. Tim Wadsworth (Kaw); 4. Larry Shaw (Suz); 5. Paul Fugere (Kaw).

M/W S/BK EX: 1. John Stanley (Yam); 2. Brian Okubo (Yam); 3. Ken Doble (Kaw); 4. Steve Johnson (Hon); 5. Chuck Kurkowski (Hon).

M/W S/BK NOV: 1. Todd Fischer (Yam); 2. Doug Barnett (Hon); 3. Dave Soderholm (Hon); 4. Mike Swanson (Yam); 5. Rich Heitkamp (Hon).

L/W S/BK EX: 1. Charlie Bach (Yam); 2. John Mensch (Yam); 3. Steve Shober (Yam); 4. Mark Dargis (Yam); 5. Steve Strandemo (Yam).

L/W S/BK NOV: 1. Kevin Cisaroski (Yam); 2. Alex Essbaum (Yam); 3. Sean Maynard (Yam); 4. Shane Simonette (Yam); 5. Eric Schlemmer (Yam).

ULT L/W S/BK EX: 1. Mark Bennett (Suz); 2. Glen Christianson (Suz); 3. Ross Freeman (Suz); 4. Richard Becker (Suz); 5. Ken Williams (Yam).

ULT L/W S/BK NOV: 1. Dana Nybo (Suz); 2. Arne Ion (Yam); 3. Chad Bochet (Suz); 4. Gregg Mellberg (Suz); 5. Pat Hall (Suz).

SPTS MN S/BK EX: 1. Brett Donahue (H-D); 2. Gareth Jones (Yam); 3. Mark Bennett (Suz); 4. Glen Christianson (Suz); 5. Tom Maier (Suz).

SPTS MN S/BK NOV: 1. Joe Cornelius (Yam); 2. Ken Uekert (Suz); 3. Dana Nybo (Suz); 4. Ron Booth (Kaw); 5. Paul Taklo (Yam).

ENDUR: 1. Jeff Johnson/Scott Ruehle (Hon); 2. John Mulligan/Steve Johnson (Kaw); 3. Roger Hendricks (Suz); 4. Glenn O'Connor/Pat Dipple/Dave Henry (Kaw); 5. Richie Rubenzer/Joe Geissler (Suz).

Carlstrom controls Perris MX

By Tony Alessi

PERRIS, CA, SEPT. 18

Mark Carlstrom cranked to a two-moto sweep of the 125cc Beginner class during GFI at night at Perris Raceway.

The first moto saw Carlstrom out front and in control. Kyle Hanenberg, Carlos Campillo, Mark Tilley and Dean Beauchamp began a cluster battle for second which would last for the first half of the moto. Tilley seemed to pick up the pace as the moto wore on and eventually worked up to second, where he would remain to the finish. When the checkered flag waved it was Carlstrom followed by Tilley and Beauchamp.

The second moto saw Tilley get the holeshot with Carlstrom and Beauchamp in tow. The stage was set as the three riders battled throughout the early going. Tilley held off Carlstrom for half the moto, but by the start of lap six, Carlstrom turned up the wick and moved into the lead. Tilley gave chase the remainder of the race but couldn't find the fire to put together a strong enough charge at the finish. Beauchamp put together a set of consistent rides for third in front of Hanenberg, Campillo, and Ryan Banford.

Results

50 BEG: 1. Jeff Loop (Yam); 2. Justin Yeast (Yam); 3. Aron Tomoto (Yam); 4. Jessica Loop (Yam); 5. Dallas Peick (Yam).

50 STK D-1: 1. Ryan King (Yam).

50 STK D-2: 1. Jeff Bell (Yam); 2. Justin Wilson (Yam); 3. Mark Atkins (Yam); 4. James Baker (Yam); 5. Christopher Renshaw (Yam).

50 MOD D-1: 1. Bryan Matthews (Yam); 2. Charlie Jenkins (Yam); 3. Ryan King (Yam).

50 MOD D-2: 1. Justin Wilson (Yam); 2. James Baker (Yam); 3. Dallas Peick (Yam).

60 BEG (0-8): 1. Daton Beavers (Kaw); 2. Brock Bolling (Kaw); 3. Aaron Emery (Kaw); 4. Chad Robbins (Kaw); 5. Jesse Mock (Kaw).

60 BEG: 1. Chris Thorp (Kaw); 2. Rad Nakama (Kaw).

60 NOV: 1. Chris Rogers (Kaw).

80 BEG: 1. Brandon Dahlgren (Yam); 2. Chris Rogers (Kaw); 3. Rob Freedland (Kaw); 4. Erik Rogers (Yam); 5. Wes Bassett (Kaw).

80 NOV: 1. Mark Tilley (Hon).

80 INT: 1. Jerry Aleman (Yam).

125 BEG: 1. Mark Carlstrom (Kaw); 2. Mark Tilley (Suz); 3. Dean Beauchamp (Suz); 4. Kyle Hanenberg (Suz); 5. Carlos Campillo (Yam).

125 NOV: 1. Brian Rodriguez (Suz); 2. Randy Danylo (Kaw); 3. Scott Lockwood (Suz).

250 BEG: 1. Mike Motterl (Hon); 2. Colin Yates (ATK); 3. Bryan Weemes (Hon).

250 NOV: 1. Dennis Turner (Kaw); 2. Steve Cox (Suz).

250 INT: 1. Mike Ulrich (Hon); 2. Tony Alessi (Yam); 3. Larry Gross (Yam); 4. Jason Bicknell (Kaw); 5. Randy Roberts (Yam).

250 PRO: 1. Larry Linkogle (Hon).

500 BEG: 1. Paul Evans (Suz); 2. Robert Harris (Kaw).

25+ BEG: 1. Robert Little (Hon); 2. Con Barner (Yam); 3. Tim Ryker (Hon); 4. Bill Huffman (Hon); 5. Skip Pulver (Kaw).

25+ NOV: 1. Sam Rameriz (Yam); 2. Randy Danylon (Kaw); 3. Jim German (Yam); 4. Ernie Garcia (Suz).

30+ NOV: 1. Tami Rice (Suz); 2. Mike Marion (Hon).

30+ INT: 1. Larry Gross (Yam); 2. Randy Skinner (Suz); 3. Franklin McGruder (Hon).

30+ PRO: 1. Gregg Young (Hon).

35+: 1. Kirk Bassett (Hon).

Marshall lays down law at Rochester Motocross

By Larry Witmer

ROCHESTER, IN, SEPT. 12

In the fastest racing action of the day, Rod Marshall came out on top on his Buck's Cycle/Gear-sponsored, winning the 25+ A class overall at the Rochester MX.

Marshall holeshot the first moto with Larry Witmer on his rear fender, and Scott Kirkpatrick and Chuck Hamilton in close pursuit. Marshall and Witmer out-paced the field, with Witmer streaking past Marshall only to miss a shift and allow Marshall to repass. Marshall held off Witmer's every challenge, but Connie Fiest moved up to challenge the front-runners in the latter stages of the moto. Marshall held off Witmer by a bike length, with Witmer holding Fiest at bay for second. Kirkpatrick and Hamilton ran fourth and fifth.

Marshall again grabbed the holeshot in the second moto with Witmer and Feist in tow. Marshall was in control with Fiest getting around Witmer after Witmer almost threw his RM away in the fast sand section. Feist set after Marshall but came up short at the finish line. Marshall took the hard fight overall while Feist was second and Witmer third.

Marshall continued his hot throttle hand, winning the 125cc Expert class with a 2-1 moto tally. The only rider to best Marshall all day was Jay Wagner, who won the opening moto with a wire-to-wire win with Marshall a distant second.

The second moto showdown never materialized when Marshall holeshot and Wagner got a miserable start. Wagner beat himself when he battled with riders he was passing, letting his emotions get the best of his sportsmanship and carding a DQ for the final moto.

Marshall dominated both 250cc Expert motos with big margins of victory. The only competition for Marshall was in the second moto when Eric Muffley held the lead for the first two laps until he stalled his motor in one of the deep sand berms, handing the lead and win to Marshall. Muffley held on to capture second overall with Jason Boyd going 4-3 for third. Chad Thompson was fourth.

Results

AUTO: 1. Bradley Ripple; 2. Geddy Karrie; 3. Shawn Clark; 4. Fred Karrie; 5. Zachary Marshall.

65: 1. Robert Turley; 2. Adam Higgins; 3. Nicholas Vargo; 4. Ritchie Moore; 5. Kris Hershberger.

85 A: 1. Justin Guthrie; 2. Ben Graves; 3. Alan Sanders; 4. Casey Wood; 5. Justin Carter.

85 B: 1. Ritchie Moore; 2. Robert Turley; 3. Adam Higgins; 4. Ben Riddle; 5. Mikey Klingler.

125 A: 1. Rod Marshall; 2. Chip Hunter; 3. Chad Thompson; 4. Mike Terry.

125 B: 1. Mark Edwards; 2. Derrick Gayheart; 3. Steve Kaylor; 4. Todd Flickenger; 5. Richard Lowe.

125 C: 1. Gregg Watson; 2. Jeff Ford; 3. Brian Loy; 4. Shane Sites; 5. Greg Gregory.

25+ B: 1. Todd Flickenger; 2. Mark Strunk; 3. Rob Roberts; 4. Don Plaugh; 5. Joe Harkins.

30+ B: 1. Dave Hoff; 2. Dennis Harlan; 3. Bryan Smith; 4. Steve Smith; 5. Larry Gibson.

40+: 1. Bob Rahard; 2. Dennis Harlan; 3. Gary Peak; 4. Charles Koch; 5. Roger Lewis.

H/W A: 1. Rod Marshall; 2. Eric Muffley; 3. Jason Boyd; 4. Chad Thompson; 5. Matt Davis.

H/W B: 1. Michael Hoffman; 2. Johnathan Vail; 3. Trevor Rednour; 4. David Mull; 5. Rob Longardner.

16-24 A: 1. Chad Thompson; 2. Matt Davis; 3. Chip Hunter.

14-24 B: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 C: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 D: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 E: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 F: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 G: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 H: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 I: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 J: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 K: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 L: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 M: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 N: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 O: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 P: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 Q: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 R: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 S: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 T: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 U: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 V: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 W: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 X: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 Y: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

14-24 Z: 1. David Mull; 2. Jeff Moore; 3. Jassen Snodgrass; 4. Carey West; 5. Richard Lowe.

at last. The first of the two races was a 100-mile event, and the second was a 150-mile event. The first race was held on a dirt track, and the second was held on a paved track. The first race was won by a driver named [Name], and the second was won by a driver named [Name].

anybody who thinks they can make it in racing should get the hole picture. The first race was a 100-mile event, and the second was a 150-mile event. The first race was held on a dirt track, and the second was held on a paved track. The first race was won by a driver named [Name], and the second was won by a driver named [Name].

Results: 1st [Name], 2nd [Name], 3rd [Name], 4th [Name], 5th [Name], 6th [Name], 7th [Name], 8th [Name], 9th [Name], 10th [Name].

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A	1st-\$500, 2nd-\$400, 3rd-\$300, 4th-\$200, 5th-\$175, 6th-\$150, 7th-\$125, 8th-\$100, 9th-\$75, 10th-\$50
B	1st-\$150, 2nd-\$100, 3rd-\$75, 4th-\$50, 5th-\$25
C	1st-\$200, 2nd-\$150, 3rd-\$100, 4th-\$75, 5th-\$50
D	1st-\$300, 2nd-\$200, 3rd-\$150, 4th-\$100, 5th-\$50
E	1st-\$300, 2nd-\$200, 3rd-\$100, 4th-\$75, 5th-\$50
F	1st-\$1500, 2nd-\$1000, 3rd-\$750, 4th-\$500, 5th-\$450, 6th-\$400, 7th-\$350, 8th-\$300, 9th-\$250, 10th-\$200, 11th-\$150, 12th-\$125, 13th-\$100, 14th-\$75, 15th-\$50
G	1st-\$4000, 2nd-\$3000, 3rd-\$2500, 4th-\$2000, 5th-\$1500, 6th-\$1000, 7th-\$800, 8th-\$700, 9th-\$650, 10th-\$600, 11th-\$550, 12th-\$500, 13th-\$450, 14th-\$400, 15th-\$350, 16th-\$300, 17th-\$250, 18th-\$200, 19th-\$150, 20th-\$100
H	1st-\$4000, 2nd-\$2500, 3rd-\$2000, 4th-\$1500, 5th-\$1000, 6th-\$750, 7th-\$500, 8th-\$450, 9th-\$400, 10th-\$350, 11th-\$300, 12th-\$250, 13th-\$200, 14th-\$150, 15th-\$100
I	1st-\$7000, 2nd-\$6000, 3rd-\$5000, 4th-\$4000, 5th-\$3000, 6th-\$2000, 7th-\$1000, 8th-\$750, 9th-\$700, 10th-\$650, 11th-\$550, 12th-\$500, 13th-\$450, 14th-\$400, 15th-\$350, 16th-\$300, 17th-\$250, 18th-\$200, 19th-\$150, 20th-\$100
J	1st-\$5000, 2nd-\$4000, 3rd-\$3000, 4th-\$2000, 5th-\$1000, 6th-\$750, 7th-\$700, 8th-\$650, 9th-\$600, 10th-\$550, 11th-\$500, 12th-\$400, 13th-\$300, 14th-\$200, 15th-\$100
K	1st-\$1000, 2nd-\$750, 3rd-\$500, 4th-\$450, 5th-\$400, 6th-\$350, 7th-\$300, 8th-\$200, 9th-\$150, 10th-\$100
L	1st-\$1000, 2nd-\$500, 3rd-\$300, 4th-\$200, 5th-\$100
M	1st-\$100, 2nd-\$75, 3rd-\$50
N	1st-\$75, 2nd-\$50, 3rd-\$25
O	1st-\$200, 2nd-\$125
P	1st-\$150, 2nd-\$100, 3rd-\$50
Q	1st-\$300, 2nd-\$200, 3rd-\$100
R	1st-\$400, 2nd-\$300, 3rd-\$200
S	1st-\$200, 2nd-\$150, 3rd-\$100
T	1st-\$200, 2nd-\$125, 3rd-\$75

U	1st-\$1000
V	1st-\$125, 2nd-\$75, 3rd-\$50
W	1st-\$150
X	1st-\$500
Y	1st-\$250
Z	1st-\$300

AMATEUR MX		
EVENT/SERIES	ELIGIBLE CLASSES	PAY BACK
AMA AMATEUR NATIONALS	85 Stk 7-11/12-13/14-15, 85 Mod 9-13/14-15, Women, 125 Stk & Mod 12-15/B/C, 250 Stk & Mod B/C, Open B/C, +25, Vet +30 A/B, Sr +40	A
AMA AMATEUR REGIONAL QUALIFIERS (7 Events)	125 & 250 Stk/Mod C 85 Stk 7-11/12-13/14-15, 85 Mod 9-13/14-15, 125 Stk & Mod 12-15/B, 250 Stk & Mod B, +25, Vet A/B +30, Sr +40, Women	B C
AMA DISTRICT 5 (7 Events)	125 Schoolboy, 125 & 250 C 85 7-11/12-13/14-15, 125 & 250 B, +25, +30 Vet A/B, +40 Sr	B C
AMA DISTRICT 6 (7 Events)	125 Schoolboy, 125 & 250 C 85 7-11/12-13/14-15, 125 & 250 B, +25, +30 Vet, +40 Sr	B C
AMA DISTRICT 11 (7 Events)	125 Schoolboy, 125 & 250 C 85 Jr/Sr, 125 & 250 B, +25, +30 Vet, +40 Sr	B C
AMA WINTER SERIES (5 Events)	125 & 250 C 85 7-11/12-13/14-15, 125 Yth 12-15/A/B, 250 A/B, A +25, B/C +25, +30 A, +30 B/C, Sr +35, Sr +40	C E
AMA WINTER OLYMPICS (2 Events, SX/MX)	125 & 250 Stk/Mod C, Women 85 Stk & Mod 7-11/12-13/14-15, 125 Stk & Mod 12-15/B, 250 Stk & Mod B, +25, +30, Sr +40 125 & 250 Stk/Mod A	B C D
CAROLINA ULTRA SERIES (10 Events)	125 Schoolboy, 125 & 250 C 85 7-11/12-15, 125 & 250 B, +25, +30 Vet, +40 Sr	B C
CMC COPPER STATE SERIES (8 Events)	80/125/250 Beg 80 7-11/12-16, 125 & 250 Jr/Int, UTH +25 Am/Mstr, Vet Jr/Int/Master/Pro +30	B C

CMC GOLDEN STATE SERIES (10 Events)	80/125/250 Beg 125/250 Jr, UTH Am +25, Vet +30 Jr, OT +40 Jr 80 7-11/12-16, 125/250 Int, UTH Exp, Vet 30+ Int/Master/Pro, OT 40+ Am/Master	B C E
CMC PAC WEST (8 Events)	80/125/250 Beg 80 9-11/12-13/14-16, 125 & 250 Jr/Int, UTH Jr/Int, Vet +30 Jr/Int/Pro +30	B C
AMA DISTRICT 14 SPRING FLING (8 Events)	80 12-15 C, 125/250 C 80 7-11 Jr, 80 12-15 Sr, 125 Jr, 125 & 250 B, +25, Vet +30 125 & 250 A	B C D
GFI WINTER SERIES (10 Events)	80/125/250/UTH 25-29 Beg 80/125/250/UTH 25-29/Vet Nov 80/125/250/UTH 25-29/Vet +30/Ot +40 Int, 80/OT +40 Exp, Vet Pro	B C E
GNC FINAL	Mini 7-11/12-15/125/250/ UTH 25-29 Beg 125 & 250 Stk Nov/125 & 250 Nov, +25 Nov, +30 Vet Nov, Women Mini Stk Jr & Stk 7-11/12-13/14-16, 125 & 250 Stk Int, 125 & 250 Int, +25 Int, +25 Master	B C E
GNC GOODTIMES NATIONAL	Mini Beg/Stk/Jr 7-11, Mini Beg/Stk/Sr 12-13, Mini Stk/Sr 14-16, 125 & 250 Beg/Stk Nov/Nov Stk Int/Int, +25 Beg/Nov/Int, Vet +30 Nov/Int/Exp	B
KAWASAKI RACE OF CHAMPIONS	85 10-11/12-13/14-15, 125 Schoolboy/Nov/Am, 250 Nov/Am, Open Am, +25, Sr +30/Sr Exp +30/Super Sr +40	C
MAMMOTH MOUNTAIN MX	80/125/250/Vet Jr, Women Am 80 Int/Exp, 125 & 250 Int, Vet Int & Exp, Sr +40, Women Exp	C D
MEGA SERIES (10 Events)	125 Schoolboy, 125/250 C 85 Jr 7-11/Sr 12-13, 125 & 250 B, +25 A/B, +30 A/B, +40 Sr	B C
NEMA (10 Events)	80 7-11 & 12-16 Nov/Jr/Adv, 125 Nov/Jr/Adv	B
NESC (20 Events)	85 Beg/Jr/Adv, 125 Youth Beg/Jr/Adv/Am/Nov, +200 Am & Nov +30 Adv/Jr, +35 Jr & Exp, +40 Sr	B
NMA WORLD MINI GRAND PRIX	80 & 125 Stk/Mod Beg 125 & 250 Stk/Mod Nov, Vet +30 80 9-11/12-13/14-16 Stk & Mod, Supermini 12-16, 125 & 250 Stk/Mod Int	B C D

1994 MOTOCROSS/OFF-ROAD RACING ELIGIBILITY REQUIREMENTS

- Rider must compete on a 1993/1994 KX/KDX/KLX model to be eligible for Kawasaki contingency.
- Rider must submit a completed contingency registration form to be eligible.
- Rider must submit a completed contingency claim form (with IRS W-9) to KMC for each event/class rider is eligible to collect contingency within 30 days of the respective event. Any rider falsifying a claim form is subject to legal action. All riders will receive an IRS 1099 form by February 1, 1995.
- Kawasaki contingency will be paid to registered owner only.
- Kawasaki will pay contingency upon confirmation from promoter that rider competed on a properly qualified machine.
- There must be a minimum of 7 riders to constitute a contingency paying class (5 riders for SCORE Series).
- Contingency will be paid in one division per class only (to be specified by promoter). No multiple divisions of the same class will be paid.

8. * KMC will pay rider in only one region in AMA Regional Qualifiers.

9. The Kawasaki logo and original color plastic components must remain on all KX/KDX/KLX machines to be eligible for contingency.

10. All winning professional riders will receive a check directly from KMC.

11. All winning amateur riders will receive Team Green Bucks certificates which are redeemable at any authorized Kawasaki dealership nationwide for parts or merchandise.

12. Contingency program subject to change without notice.

13. All payouts will be paid per overall finish.

* Denotes new racing eligibility requirements for 1994.

NMA GRAND NATIONAL CHAMPIONSHIP	80/125 Stk & Mod Beg 125/250 Stk & Mod Nov, Vet +30 80 9-11/12-13/14-16 Stk & Mod, Supermini 9-16, 125/250 Stk & Mod Int	B C D
NUCLEAR MX SERIES (10 Events)	125/250 C 80 Jr/Sr, 125/250 B	B C
TEAM GREEN SPRING NATIONAL	85 7-11/12-13/14-15, 125 & 250 C/B/A, +25 B/A, Vet B/A, +40 Sr	B
TEAM GREEN FALL NATIONAL	85 7-11/12-13/14-15, 125 & 250 C/B/A, +25 B/A, Vet B/A, +40 Sr	B

PRO MX		
AMA AMATEUR NATIONALS	125 & 250 A Stk/Mod	A
AMA AMATEUR REGIONAL QUALIFIERS (7 Events)	125 & 250 A Stk/Mod	D
AMA DISTRICT 5 (7 Events)	125/250 A	E
AMA DISTRICT 6 (7 Events)	125/250 A	E
AMA DISTRICT 11 (7 Events)	125/250 A	E
AMA WINTER SERIES (5 Events)	125/250 Pro	F
AMA PRO SUPERCROSS (10 Events)	125 250	G I
AMA NATIONAL CHAMPIONSHIP (10 Events)	125 250	H J
CAROLINA ULTRA SERIES (10 Events)	125/250 A	E
CMC COPPER STATE SERIES (8 Events)	125/250 Pro	E
CMC GOLDEN STATE SERIES (10 Events)	125/250 Pro	F
CMC PAC WEST (8 Events)	125/250 Pro	E
GFI WINTER SERIES (10 Events)	125/250 Pro	F
GNC FINALS	125/250 Exp	E
GNC GOODTIMES NATIONAL	125/250 Exp	D
KAWASAKI RACE OF CHAMPIONS	125/250/500 Exp	D
MAMMOTH MOUNTAIN MX	125/250 Exp	K
MEGA SERIES (10 Events)	125/250 A	E
MTEG (10 Events)	250	L
NESC (20 Events)	125/250 Exp	D
NMA WORLD MINI GRAND PRIX	125/250 Stk & Mod Pro	D
NMA GRAND NAT'L CHAMPIONSHIPS	125/250 Stk & Mod Pro	D
NUCLEAR MX SERIES (10 Events)	125/250 Pro	D

OFF-ROAD		
AMA MID-SOUTH HARE SCRAMBLES (10 Events)	200 A/B, 250 B 125 B, 200 C, OPEN C Pro: 250 A/4-Stroke Overall	M N O Y
AMA GRAND NATIONAL CROSS COUNTRY SERIES (10 Events)	200/250/Vet B Pro: 200/250/Vet/Pro A	P Q
AMA NAT'L HARE N' HOUND SERIES (7 Events)	125/250/Open/Vet/4-Stroke B Pro: 125/250/Open/Vet/ 4-Stroke A	P Q
AMA NAT'L RELIABILITY ENDURO (7 Events)	Pro: 125/Open/4-Stroke Int Overall	R X
ECEA (10 Events)	200/250/Vet/Sr/4-Stroke B, Vet/Sr A, 4-Stroke C Pro: AA, 200/250/4-Stroke A	P S
FTR HARE SCRAMBLES (10 Events)	A 125/Open/Sr/Super Sr/Master, B 125/200/250/Open/Sr/Super Sr/Master A Mini/Women, B Mini/Women, C 125 Jr, 200/250/Sr/Super Sr Pro: A 200/250/AA	M N S
NETRA ENDURO (10 Events)	B Bantam 200/Light 250/Vet/Sr/4-Stroke, A Vet/Sr, C 4-Stroke Pro: A Bantam 200/Light 250/4-Stroke	P S
NORTHWEST M/C ASSOC. SERIES (10 Events)	A 200/Vet/Sr, B 200/250 Pro: A 250/4-Stroke	M T
SCORE (4 Events)	Pro: OA/Class 20/21/22/30/40/50	U
SERA ENDURO (10 Events)	200/250 B, Sr B, 200 Vet B, Open Vet B, 4-Str B Sr A, 200 Vet A, Open Vet A Pro: AA, A 200/250/4-Stroke	P S
SETRA ENDURO (10 Events)	125/Vet/Sr A, 125/200/250 B, Vet/Sr B, 4-Stroke B C 125/200/250/Vet/Sr, Women Pro: A 200/250/AA/4-Stroke Overall	V N S Z
TEXAS STATE CHAMPIONSHIP (10 Events)	A 125/200/4-Stroke A, B 125/200/250 Pro: Overall Pro: A 250	N W V

DRAG RACING/ROAD RACING PAYOUT KEY	
AA	1st-\$300
BB	1st-\$250, \$100
CC	1st-\$200
DD	1st-\$150, 2nd-\$50
EE	1st-\$150
FF	1st-\$1000, R/U-\$500, Semi 1/2-\$150
GG	1st-\$300, 2nd-\$150, 3rd-\$75
HH	1st-\$5000, 2nd-\$3000, 3rd-\$2000, 4th-\$1000, 5th-\$750, 6th-\$500, 7th-\$400, 8th-\$300, 9th-\$200, 10th-\$100

II	1st-\$10000, 2nd-\$5000, 3rd-\$2500, 4th-\$1000, 5th-\$750, 6th-\$500, 7th-\$400, 8th-\$300, 9th-\$200, 10th-\$100
JJ	1st-\$10000
KK	1st-\$2000, 2nd-\$1000, 3rd-\$500
LL	1st-\$100, 2nd-\$75, 3rd-\$50
MM	1st-\$1000, 2nd-\$500, 3rd-\$250
NN	1st-\$5000
OO	1st-\$2000, 2nd-\$1000, 3rd-\$750, 4th-\$500, 5th-\$250
PP	1st-\$500, 2nd-\$300, 3rd-\$100
QQ	1st-\$500, 2nd-\$250, 3rd-\$100
RR	1st-\$1000, 2nd-\$500, 3rd-\$250
SS	1st-\$1500, 2nd-\$1000, 3rd-\$750, 4th-\$500, 5th-\$250
TT	1st-\$300, 2nd-\$150, 3rd-\$75

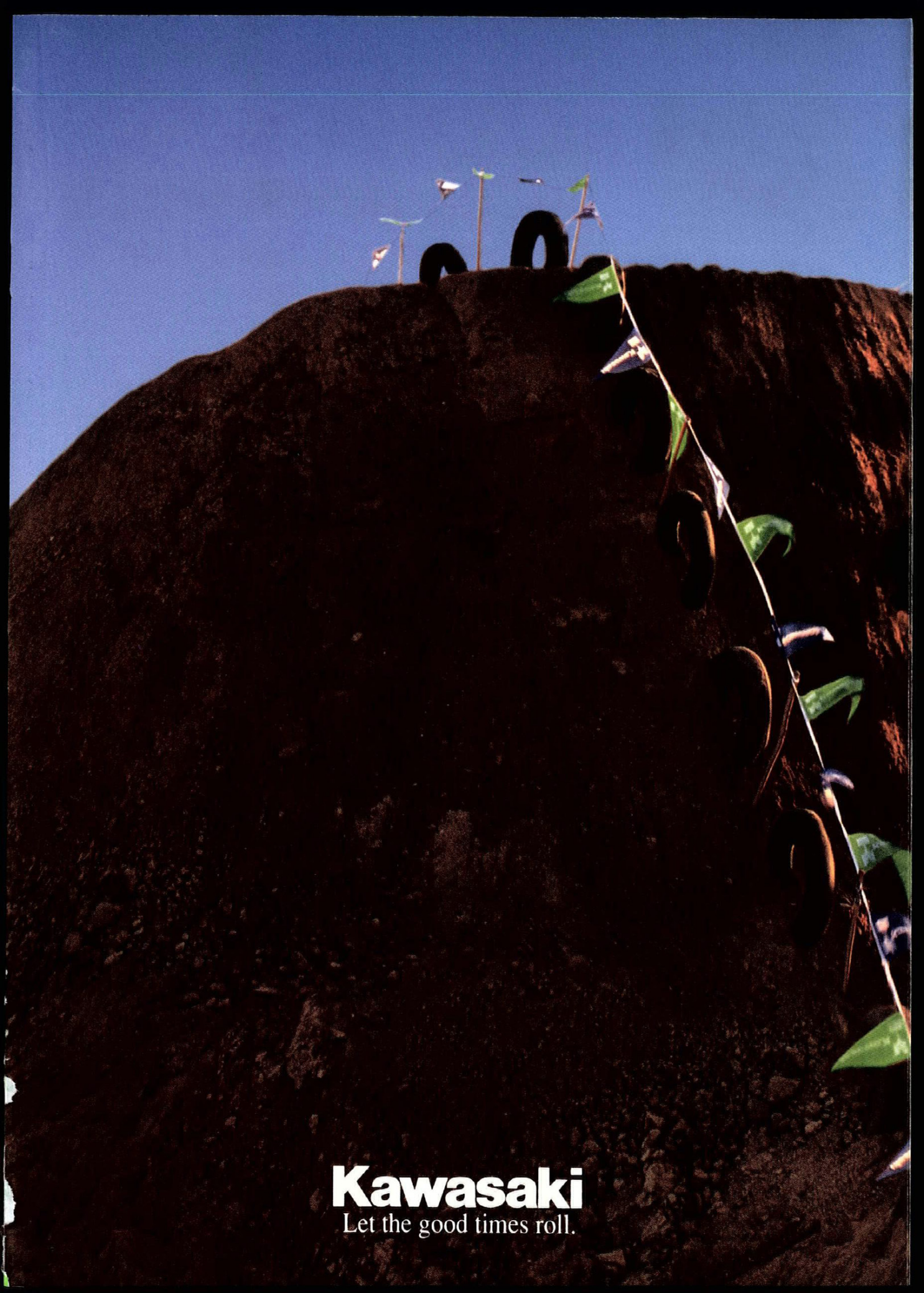
DRAG RACING		
IDBA NATIONALS (7 Events)	FB/TF, PC, PS ET, SG, SS TG, SC, PG, SE	AA BB CC
IDBA STREET NATIONALS (5 Events)	KAWASAKI CLASS GRAND CHAMPION/OA	DD EE
NHRA (11 Events)	PRO STOCK	FF
PRO STAR	FB, PC, TF, PS ET, SG, SM TG, SC, PG, SE	AA BB CC

ROAD RACING		
AFM NORTH (8 Events)	600/750/Open Prod & Superstreet	GG
AMA NATIONAL CHAMPIONSHIP SERIES (12 Events)	Superbike Superbike (Daytona Only) Superbike Championship	HH II JJ
AMA/CCS NATIONAL SUPERSPORT SERIES (12 Events)	600/750 Supersport 600/750 Supersport Top Expert 600/750 Top Expert Bonus 600/750 Championship Bonus	KK LL MM NN
AMA/CCS NATIONAL ENDURANCE SERIES (12 Events)	600/750 Supersport 600/750 Championship Bonus	OO NN
AMA/CCS REGIONAL SUPERSPORT SERIES (25 Events)	Middleweight/Heavyweight/ Unlimited Supersport	PP
WERA ENDURANCE SERIES (15 Events)	Middleweight Prod/Mod Heavyweight Prod/Mod	QQ RR
WERA REGIONAL SPRINT SERIES (25 Events)	SUPERSTOCK A/B/C	PP
WERA PRO SERIES (8 Events)	SUPERSTOCK A/B/C FORMULA USA	PP SS
WSMC (12 Events)	FORMULA ONE, 600 SUPERSTOCK, UNLIMITED	TT

1994 ROAD RACING/DRAG RACING ELIGIBILITY REQUIREMENTS

- * Rider must compete on a 1993/1994 ZX model to be eligible for Kawasaki Road Racing contingency.
- Rider must submit a completed contingency registration form to be eligible.
- * Rider must submit a completed contingency claim form (with IRS W-9) to KMC for each event/class rider is eligible to collect contingency within 30 days of the respective event. Any rider falsifying a claim form is subject to legal action. All riders will receive an IRS 1099 form by February 1, 1995.
- * Kawasaki contingency will be paid to registered owner only.
- Kawasaki will pay contingency upon confirmation from promoter that rider competed on a properly qualified machine.
- The Kawasaki logo must remain on all machines to be eligible for contingency.
- All winning professional riders will receive a check directly from KMC.

Kawasaki
Let the good times roll.



Kawasaki
Let the good times roll.

Daubitz and Shawn Waring. Daubitz grabbed the holeshot, but Waring and Mike Kurz were right there waiting for any little mistake. For several laps, Daubitz held his lead, and he and Waring pulled away from the rest of the field some. Daubitz took a hard spill, allowing Waring to take the lead and Kurz to close in. Daubitz remounted and held second until the last lap, when another hard spill left him in third. Chad Plumlee was fourth and Jason Artinger fifth.

When the gate dropped for moto two, Waring grabbed the holeshot but was only in the lead for a short while as he took a major tumble. Kurz quickly took the lead with Daubitz close behind and charging. Daubitz blasted past through the back whoops for the lead at the halfway point and held on for the win. Kurz was second, Plumlee third, Artinger fourth and Waring fifth.

Daubitz and Waring battled it out again in the 250cc/Open Expert class and again swapped moto wins with Waring taking moto one and Daubitz moto two.

The 80cc class was action packed. Moto one saw leader Allen Davis drop to last when he had to push his KX80 across the finish line, allowing Chase Reed to take the moto win. Reed was followed closely by Kyle Williams. Moto two saw Davis jump out front and never look back while first moto winner Chase Reed experienced difficulties. Reed took a spill and was only able to work up to fourth place at the finish. Kyle Williams' 2-2 consistency paid off, giving him the overall.

Davis came to the line for the 80cc Open class armed and dangerous as he blasted into the lead ahead of Reed and led wire-to-wire. Davis was flawless in both motos.

Results

50 STK: 1. Brian Barnhill (Ilt); 2. Brandon Thompson (Ilt); 3. Eric Campbell (Yam); 4. Justin Barnhill (Yam).
50 MOD: 1. Joshua Tuttle (Yam); 2. Andrea Franks (Yam); 3. Jimmy Lay (Yam).
60: 1. Chase Reed (Kaw); 2. Melissa Franks (Kaw); 3. David Barnhill (Kaw); 4. Andrea Franks (Kaw).
80 BEG: 1. Dylan Mayo (Kaw); 2. Jason Sager (Kaw); 3. Cody Armstrong (Kaw).
80 COMB: 1. Kyle Williams (Kaw); 2. Chase Reed (Yam); 3. Allen Davis (Kaw); 4. Brian Johnson (Suz); 5. Barry Tuttle (Kaw).
80 OPEN: 1. Allen Davis (Kaw); 2. Chase Reed (Yam); 3. Brian Johnson (Suz).
125 BEG: 1. Jimmy Pitts (Suz); 2. Michael Briscoe (Hon); 3. Jeff Weiss (Kaw); 4. Jeff Wegner (Kaw); 5. Tony Poor (Kaw).
125 NOV: 1. Jeff Smith (Suz); 2. Alan Pasineau (Hon); 3. Ben Ary (Kaw); 4. Russell Jones (Kaw); 5. Shane Shimabukuro (Kaw).
125 SCHBY: 1. Brook Fluker (Kaw); 2. Jeff Smith (Suz); 3. Wade Gasperson (Kaw); 4. Ben Gary (Kaw); 5. Shane Shimabukuro (Kaw).
125 INT: 1. Brook Fluker (Kaw); 2. Will Kasson (Yam); 3. John England (Kaw); 4. Cody Wilks (Kaw); 5. Michael Bartlett (Hon).
125 EX: 1. Chris Daubitz (Suz); 2. Mike Kurz (Suz); 3. Shawn Waring (Hon); 4. Chad Plumlee (Hon); 5. Jason Artinger (Suz).
125 OPEN: 1. Jeff Smith (Suz); 2. John England (Kaw); 3. Michael Bartlett (Hon).
250 AM: 1. Will Kasson (Yam); 2. Kelly Hertzler (Kaw); 3. Jerry Falkus (Hon); 4. Dale Long (Kaw); 5. Craig Northcutt (Suz).
250 EX: 1. Chris Daubitz (Kaw); 2. Shawn Waring (Hon); 3. Jason Artinger (Suz); 4. Norman Reed (Kaw).
25+ 1: Jerry Fajkus (Hon); 2. Dale Long (Kaw); 3. Kendall Wade (Kaw); 4. Craig Northcutt (Suz); 5. Darril Robinson (Hon).
30+ 1: Greg Dust (Kaw); 2. Alan Pasineau (Hon); 3. Don Bailey (Kaw); 4. Chris Powell (Yam); 5. Darril Robinson (Hon).
500 B/C: 1. Brook Fluker (Kaw); 2. Greg Dust (Kaw); 3. Norman Reed (Kaw).
WMN: 1. Tammy Slay (Kaw); 2. Melissa Franks (Kaw).

Jones, Carson sweep High Point Motocross

By Tim Coombs

MT. MORRIS, PA, SEPT. 12

For the third year in a row, High Point Raceway opened its doors to the top Vets in the eastern U.S. for the Dirt Bike/Fox/Wiseco/Boyesen-sponsored Senior/Vet National, and Tom Carson and Mike Jones took advantage of the competition by posting overall wins in 30+ A and 25+ A classes, respectively.

Motocross greats such as Gary Semics and Eyvind Boyesen once again took advantage of perfect weather and track conditions to show their stuff. The weekend of racing provided a "perfect warm-up" for the Fall Classic Series round which will be held at High Point on October 9-10.

The 30+ A class looked to be a green sweep with Mike Postlewaite jumping out to a big lead aboard his Kawasaki. But as time passed, circuit pros Tom Carson and David Hand reeled him in and showed him how much training he should have done before the race. Training wouldn't have helped Mark Garrison much, as he didn't even make it to the first turn before tangling with a couple other riders. Garrison had to spend the moto catching up to the rest of the pack before making any passes. Carson and Hand finished 1-2.

The second moto saw Carson and Hand form a two-man freight train about four bike lengths apart in the front of the pack all the way to the checkered flag. Postlewaite had to settle for third.

The 25+ A class looked more like a 250cc Pro class moto. Mike Jones won by tripling everything in sight. Jeff Glass got the holeshot, but Jones and Postlewaite flew past Glass to take the



A crash cost Johnny O'Mara a possible win at the Langtown Supercross.

top two spots. Jones went on to win the moto while Glass was able to retake second place from Postlewaite.

Jones got the holeshot in the second moto and saved everybody the trouble of being passed by him as he took the win in convincing fashion.

One of the most exciting classes of the day was the 25+ B. Davey Rush nabbed the holeshot aboard his 500 with room to spare. Soon, Jackie Welker, Stanley Talago and Jim Kevich rounded out the top three. Kevich found himself on the ground about three different times. Meanwhile, Kirk Kruze charged by Talago to claim second but ended up on the ground along with Kevich. Unlike Kevich, Kruze was able to remount and charge when he got a second wind.

Talago took the second-moto holeshot. Kruze was on him like a parent at a youth regional. After Kruze passed him, Kruze fell. Kruze had a small lead and was able to pick his bike up before Walker, Kevich and Talago could take advantage.

Results

MOTOCROSS
25+ A: 1. Michael Jones (Suz); 2. Jeffrey Glass (Hon); 3. David Hand (Hon); 4. Michael Postlewaite (Kaw); 5. Thomas Carson (Suz).
30+ A: 1. Thomas Carson (Suz); 2. David Hand (Hon); 3. Michael Postlewaite (Kaw); 4. Gary Semics (Hon); 5. John Shay (KTM).
35+ A: 1. Jeffrey Provance (Hon); 2. Michael Holbert (KTM); 3. Alan Pizzano (Hon); 4. Kenneth Frankenberry (Hon); 5. Lynn Kirkland (Hon).
40+ A: 1. Gerry Bennett (Hon); 2. A. Bruce (Kaw); 3. Jerry Jemen (Suz); 4. Alan Bowman (Hon); 5. Fred Lucas (Kaw).
50+ A: 1. Eyvind Boyesen (Yam); 2. Charles Hawk (Hus); 3. Gene Minerva (ATK).
25+ B: 1. Kirk Kruze (Suz); 2. Jackie Welker (Yam); 3. James Kevich (KTM); 4. Stanley Talago (Yam); 5. Scott Caldwell (Hon).
30+ B: 1. Fred Bashor (Suz); 2. Stanley Talago (Yam); 3. David Capane (Hon); 4. Brian Brodwell (Suz); 5. Todd Ervin (Hon).
35+ B: 1. Brian Spotts (KTM); 2. Todd Ervin (Hon); 3. John McConnell (Yam); 4. John Hanselman (Suz); 5. Tim Booth (Suz).
40+ B: 1. Eyvind Boyesen (Yam); 2. Henry Hauenstein (Hon); 3. Richard Pisa (Hon); 4. Tom Lewis (Hon); 5. Don Sprague (Hon).
50+ B: 1. R.G. Postlewaite (Suz); 2. Richard Smallwood (Suz); 3. Donald Rice (KTM); 4. Neal Ellis (Kaw).
VINT PRE 75: 1. John Shay (Hon); 2. Paul Dziwanowski (Hon); 3. Jay Kinder (Hon); 4. Jim Qualk (Hon); 5. Guy Longwell (Mai).
VINT PRE 85: 1. Paul Samarin (Yam); 2. Ray Weir (Yam); 3. Tom Cutter (Kaw); 4. Brian McNamara (Hon); 5. Bradley Swires (KTM).
4-STRK: 1. Richard Clemence (Kaw); 2. Gary Roach (Hon); 3. Paul Dziwanowski (ATK); 4. Edward Mihoces (Hon); 5. Bryan Smith (Hon).
Hare Scrambles
25+ 1: Steven Holbert (Hon); 2. Thomas Piro (Yam); 3. James Hughes (Suz); 4. Lewis Johnson (Hon); 5. Matt Holbert (Hon).
30+ 1: Cary Roach (Hon); 2. James Teagarden (Suz); 3. Mark Fox (Hon); 4. John Kulichar (Mai); 5. Michael Gibler (Hon).
40+ 1: Joseph Hull (Hon); 2. Ron Burnfield (Suz); 3. Ron Piro (Yam); 4. Lawrence Black (Hon); 5. Ken Speer (Hus).
50+ 1: Dave Coombs (Yam); 2. David Denner (Yam); 3. Gene Minerva (ATK).

Olivia jams at Langtown Mini Supercross

By Tony Alessi

THOUSAND OAKS, CA, SEPT. 25

Andrew Olivia posted his first-ever overall victory in the Pro Modified Mini class during the 10th Annual running of the Langtown Backyard Supercross Championships.

The event drew the likes of former Supercross Champion Johnny O'Mara.

"I was here last year as a spectator and thought it was a great track," O'Mara said. "I told them I might race next year, and so here I am."

For 1993, the event was extremely organized; from radio dispatched (trackside) security to an awesome fire works display. They even had Althea Henderson perform the National Anthem.

The first moto can only be described as the "O" show, as Johnny O'Mara pulled the holeshot and proceeded to whip his Spike Racing/Enzo-backed KXR80 over all the track's obstacles for the eventual runaway victory. Last year's winner,



Greg Schnell (24), here chased by Craig Davis, posted the 125cc Pro Trans-Cal MX win.

Eric Torkko, held off a moto-long charge from Olivia to score the runner-up spot.

Suprisingly, during the second moto Sean Perolio holeshot on a box stock XR80. Torkko made quick work of Perolio and assumed the lead almost immediately. O'Mara, however, had a much harder time with the teenager and spent nearly four laps following before he eventually jumped from an outside double jump to the inside of the following turn to take over second.

O'Mara was 12 seconds behind Torkko, who was riding his race of a lifetime.

"I was riding as fast as the bike would go, but I knew Johnny was coming," Torkko said.

And come he did. With each lap, O'Mara made more and more ground until he was within striking distance. The crowd came to life as they sensed a pass attempt in the making. O'Mara did not disappoint as he pulled alongside then bashed into the side of Torkko as both riders exited the start line turn. Torkko maintained the lead with O'Mara, now more reserved, in second.

O'Mara seemed to be plotting his next move as the two riders circled the track at nearly the same pace. On the next to last lap O'Mara made the same move, as again he made the pass, but Torkko kept it pinned over the next double jump and the two riders had a midair collision, then landed in a big heap on the ground. O'Mara was trapped under his bike while Torkko flew into the ivy. While both riders scrambled to restart, eventual winner Olivia rode passed them both and into the lead.

"I had a feeling something like that was going to happen," Olivia said. "When I saw them on the ground, I knew I could win it."

Olivia who went on for the moto and overall win.

Results

PRO MOD: 1. Andrew Olivia (Hon); 2. Eric Torkko (Hon); 3. Johnny O'Mara (Kaw); 4. Mike Majesky (Kaw); 5. Shaun Perolio (Hon).
AM MOD: 1. Eric Fekkes (Kaw); 2. Tony Alessi (Kaw); 3. Glen Scott (Yam); 4. Jay Spratt (Kaw); 5. Chris Alamangos (Hon).
STK EX: 1. Jimmy Lewis (Hon); 2. Shaun Perolio (Hon).
STK AM: 1. Chris Blanton (Hon); 2. Bobby Langin (Hon); 3. Cliff Cook (Hon).

Schnell snatches up Trans-Cal Motocross win

By Scott Hoffman

ADELANTO, CA, SEPT. 26

The competition was intense, but Pro Circuit/AXO-sponsored Greg Schnell motored his Suzuki to the winners' circle to take the victory in the 125cc Pro class during round four of CMC's Bieffe/Asics Trans-Cal Nationals held at Sunrise Valley Raceway.

Racers from across southern California came out to challenge the fast, deep sand that Sunrise has to offer. This was the last race before the final two-day event that will feature riders from all of CMC's western divisions.

At the start of the first 125cc Pro moto, Varner-backed Terry Parsons took the early lead as Greg Schnell, Craig Davis, David Germain and Craig Mason followed. Before the end of the first lap, Parsons and Schnell started to wage their own private war that quickly put some distance between them and the rest of the field. After starting in last place, Mike Metzger was riding like a man possessed as he flew by riders as if they were standing still.

"I was trying to time the gate. It dropped slow and my bike got stuck in the gate," said Metzger.

While Metzger was trying to work his way through the pack, the leaders were at each other's throats; Schnell was just waiting to make a move. With three laps remaining, Parsons began to slow and Schnell seized the moment to take the lead.

"My bike wasn't jettied for the hot weather," said Parsons. "When my bike started getting hot, it just bogged off jumps and through bumps."

Despite the problems, Parsons would hold onto second place. Back in the pack, Metzger had worked his way to fourth and was challenging Davis. Metzger went for the inside to make the pass, but ended up clipping the rear wheel of Davis and going down hard. Metzger remounted in the fourth spot, but the dazed rider was passed by Jimmy Lavorci. When the checkered flag finally flew it was Schnell with the win as Parsons, Davis and Lavorci followed.

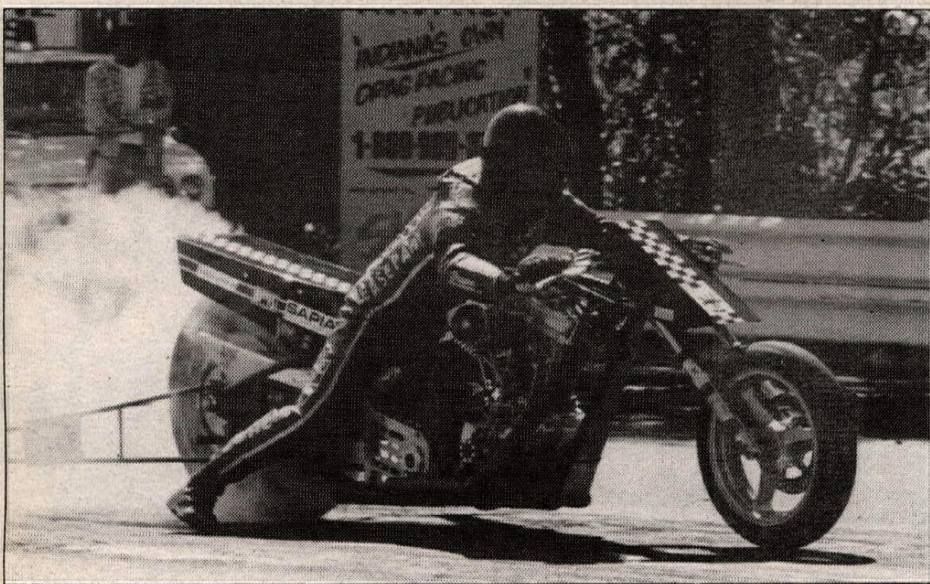
At the start of the second moto it looked like another Parsons/Schnell battle. Unlike moto one, Schnell led the chase as Parsons followed close behind. Davis was running in the third spot until the wild man, Metzger, charged from fifth to take third on the first lap. Schnell and Parsons broke free early in the race to hammer at each other's backs.

At about the halfway point, Schnell had pulled a little distance on Parsons. By this time Metzger had closed the gap on the leaders and he started to put some pressure on Parsons. The top three riders quickly bunched up and heated up the race for the lead. Metzger went for second as Parsons went for the lead. Parsons' hopes for the overall went up in smoke when he stuffed a berm and went down. Metzger took over second as a disappointed Parsons picked himself off the ground to hold onto third. That was all she wrote as the riders held their positions until end of the moto.

Results

P/W MOD: 1. Chris Nihan; 2. Ryan King (Yam); 3. Michael Beaver (Yam).
P/W STK BEG: 1. Michael Beaver (Yam); 2. Jacob Poole (Yam); 3. Jeff Christy (Yam); 4. Mitch Lawler (Yam); 5. Ryan Platon (Suz).
P/W STK JR: 1. Ryan King (Yam); 2. Chris Nihan (Yam); 3. Clinton Pierce (Yam); 4. Mark Palmer (Yam); 5. Joey Christy (Yam).
60 (0-8): 1. Joey Christy (Kaw).
60 (9-11): 1. Jonathan Shimp (Kaw); 2. Emitt Kling (Kaw); 3. Ross Garcia; 4. Nick Beaver (Kaw); 5. Shane Bess (Kaw).
80 (9-11): 1. Jonathan Shimp (Suz); 2. Bryan Jaramillo (Kaw); 3. Levi Reid (Yam); 4. Geoff Rader (Suz); 5. Nick Beaver (Yam).
80 (12-13): 1. Jerry Aleman (Yam); 2. Jiri Dostal (Suz); 3. Robby Couser (Kaw); 4. Billy Payne (Kaw); 5. Scott Conley (Suz).
80 (14-16): 1. Doug Parsons (Suz); 2. Lanny Turner (Suz); 3. Jimmy Varner (Suz); 4. Brian Sweeney (Yam).
80 BEG: 1. Jason Coleman (Yam); 2. Erik Rogers (Yam); 3. David Faux (Suz); 4. Jeremy Heil (Kaw); 5. Tommy Jolly (Yam).
125 BEG: 1. Dave Ramsey (Yam); 2. Jason Padilla (Kaw); 3. Jason Coleman (Suz); 4. Josh Poole (Yam); 5. Nick Norton (Suz).
125 JR: 1. Joe Ryan (Yam); 2. Tim Beatty (Yam); 3. Brian Rodriguez (Suz); 4. Aaron Preman (Suz); 5. Josh Williams (Hon).
125 INT: 1. Chris Wheeler (Yam); 2. Travis Preston (Kaw); 3. Gave Bolivar (Yam); 4. Chip Rotan (Kaw); 5. Ty Kady (Suz).
125 PRO: 1. Greg Schnell (Suz); 2. Terry Parsons (Kaw); 3. Mike Metzger (Suz); 4. Craig Davis (Hon); 5. Jimmy Lavorci (Kaw).
250 BEG: 1. David Queyrel (Hon); 2. Gary Cummings (Yam); 3. Tommy Roberts (Yam); 4. Dominic Gaytan (Hon); 5. Corey Hudson (Suz).
250 JR: 1. Joe Ryan (Yam); 2. Andy Anaya (Suz); 3. Shawn Fortier (Hon); 4. Jason Fields (Yam); 5. Chad Smart (Suz).
250 INT: 1. Ty Cady (Suz); 2. Gabe Bolivar (Yam); 3. Jeff Tictor (Suz); 4. Dennis Dahlin (Suz); 5. Mat Bateman (Suz).
250 PRO: 1. Ray Crumb (Kaw); 2. Terry Parsons (Kaw); 3. Craig Davis (Hon); 4. Dustin Evans (Suz); 5. Damon Kemp (Suz).
500 AM: 1. Alan Kadlec (Hon); 2. Chip Rotan (Kaw); 3. Joe Fernandez (Kaw); 4. D.J. Sweeney (Hon); 5. Eric White (Yam).
UTH AM: 1. Merle Hammer (Yam); 2. Jerry Jackson (Suz); 3. Scott Hoffman (Yam); 4. Joe Fernandez (Kaw); 5. Mark Stroup (Yam).
UTH MSTR: 1. Jon Zahrt (Yam); 2. Joe Lozano (Hon).
O/T JR: 1. Jim White (Suz).
O/T INT: 1. W.G. Wilson (Suz); 2. Rich Hansen (Hon).
O/T MSTR: 1. David Chunn (Yam); 2. Adrian Mesa (Yam).
VET BEG: 1. Kevin Brown (Hon); 2. Alan Pugliese (Yam); 3. Clark Murphy (Hon); 4. Robert Seeds (Suz).
VET JR: 1. Mike Carr (Hon); 2. Chris Hansel (Yam); 3. Mark Davenport (Yam); 4. Tom Woessner (Kaw); 5. Bill Melanson (Suz).
VET INT: 1. Rod Richardson (Yam); 2. Steven Lawler (Yam); 3. Tibor Papp (Hon); 4. Joel Harrich (Yam); 5. Scott Wilkinson (Hon).
VET MSTR: 1. John Zahrt (Yam); 2. Steve Rattoni (Suz); 3. Ron Sharp (Suz); 4. Jerome Gibson (Hon).
VET PRO: 1. Rex Staten (Kaw); 2. Dan Berg (Hon).

EVENTS



Swede Anders Karling was the Top Fuel winner at the Bunker Hill Drag Race.

Mark Schellinger (5) and Ricky Orlando (12) battled at the Steamboat Road Races.



Swedish team rules Bunker Hill Drag Race

By Tom Loughlin, Jr.

BUNKER HILL, IN. SEPT. 12

The spectators looking at the three-banner flag display at Bunker Hill Drag Strip's running of the Harley Nationals may have had a difficult time identifying the blue field and gold cross flag proudly joining "Old Glory" and the maple leaf flag of Canada before the event, but after the final round of Top Fuel, there was no doubt as to its Swedish origin.

The flag, flown in courteous greeting to the visiting Swedish Harley drag race team of Anders Karling of Taby, Sweden, may have provided added inspiration to the Swede and his two-man crew as they systematically marched through Top Fuel field to face and defeat Gary Gilmore in the finale. In the final, Karling clipped a fine .511 reaction time (compared to Gilmore's .630) and laid down a 4.92-150 mph run to stop Gilmore, who posted 4.99-139.75.

While the Swedish team was ecstatic as it was their first win anywhere with the new combination after a year of disappointments, runner-up Gilmore waxed philosophical.

"I had a great weekend. A string of four 4.90's in a row...I'm really pleased, and I'm happy for (Karling)."

The Super Fuel final pitted Bob Sutterlin and his 95 cubic-inch Sportster against Derrick Nelson, who soloed to the final after Mike Price's shovelhead entry failed to show. In the final, Sutterlin motored past a half-second gate job by Nelson, posting a great 5.18-144.23 to gun down Nelson's 5.64-134.73.

Wrapping up the nitro class action, Bob Buckley and Reo Savage chewed through a solid field comprised of Jeff Winkler, John Pancoast, Rob Tillson, Roger Dunlap, and Bruce on their way to the final. Just as in Super Fuel, Savage motored by Buckley, with Savage's 114 cubic-inch Evo clocking a 5.365-131.96 to top Buckley's 6.647-126.05.

The recently popularized Pro Stock class produced an 8-team field. After downing quarterfinalists Jeff Flora, Bill Deeming, Mark Narrell, and Neil Burgan, the semifinalists Bill Ritchey, Larry Leveque, Tom Kipp and Tony Rodrigues turned their attentions to one another. In the first semi, Ritchey topped Marshall while Rodrigues earned his final round berth when LeVeque fouled. In the final, Rodrigues on

a 109 cubic-inch Sportster clocked a 6.18-108.43 to top Bill Richey's 6.53-94.33 for the win.

Results

T/F: 1. Anders Karling; 2. Gary Gilmore.
S/F: 1. Bob Sutterlin; 2. Derrick Nelson.
P/D: 1. Reo Savage; 2. Bob Buckley.
P/S: 1. Tony Rodrigues; 2. Bill Ritchey.
A/S: 1. Jay Brown.
B/S: 1. Mark Rebman.
B/A: 1. Rick Bledsoe.
C/S: 1. Randy Baker.
D/S: 1. Phil King.
E/S: 1. Jerry Lee Cloyd.
F/A: 1. Clay Erratt.
F/S: 1. Gene Ryan.
UL: 1. Carleton Futt.

Hough tough at Steamboat RR

By Tim Wolf

STEAMBOAT SPRINGS, CO. SEPT. 19

Yamaha-mounted Donnie Hough was the man to beat as he collected the win in the Race of the Rockies GTO class at the 13th annual Steamboat Motorcycle Week road races held in the streets of Steamboat Springs.

Because of the high altitude along with a new track surface the riders and mechanics had their hands full trying to get the bikes dialed in. The weather made things worse with drizzle in the morning that turned into pellet-sized hail. Ten minutes later the sun would come out and the track would start to dry out on the racing line. This had the riders scrambling to decide what tires to run.

The start grid for the Race of the Rockies GTO class had Donnie Hough on the pole with Mark Schellinger and OW01-mounted Kurt Dimick filling out the front row. In row two John Hopperstad, Rick Orlando and Dennie Burke were ready to put a stop to the fleet Hough. With the exception of Orlando's CBR900 RR, the front two lines were all Yamaha OW-mounted riders. Gridded on row seven was Utah rider Robert Wright with Utah state champ Shane Turpin in row eight.

Hough had been undefeated in the Race of the Rockies GTO class for the year and was determined to keep his streak of consecutive wins intact. At the drop of the flag, Hough was to the hairpin turn in the lead with Hopperstad and Dimick going to battle for the second spot. Orlando, Schellinger and Burke were all over each other while trying to keep sight of Hough and Hopperstad. On the long uphill to the entrance of turn seven, Schellinger had the bet-

ter drive and got by both Orlando and Burke for fourth. Dimick seemed to have handling problems with his Yamaha and let first Schellinger and then Orlando get by before completion of lap one.

Hough was picking up the pace with each lap as his tires were now up to temperature. The gap to second was up to two seconds by lap five of the eight-lap race. Schellinger and Orlando were riding at close quarters as Hopperstad was dropping off the pace while trying to keep touch with the leader. Schellinger was getting a better drive off of turn seven and carrying his speed down the hill through eight and nine, and he passed Hopperstad, taking Orlando and Schellinger with him.

With two laps remaining, the order read Hough, Schellinger and Orlando, with Burke a short distance back in fourth. The order would remain the same at the finish. Wright and Turpin had worked their way through the pack for the fifth and sixth positions, with Wright taking a shot at Burke on the final lap only to come up a bike short and settle for fifth.

Results

ROCKIES GTO: 1. Don Hough; 2. Mark Schellinger; 3. Rick Orlando; 4. Dennie Burke; 5. Robert Wright.
ROCKIES GTU: 1. Aaron Turner; 2. Josh Graham; 3. Dan Turner; 4. Terry Hamish; 5. Dave Wagner.
L/W S/BK: 1. Pedro Bravo; 2. Steve Walker.
M/W S/BK: 1. Dave Wagner; 2. Josh Graham; 3. Dan Turner; 4. Chris Clark; 5. Bobby Miossek.
H/W S/BK: 1. Don Hough; 2. Mike Surratt; 3. Frank Cowgill; 4. Bryan Balkema; 5. Chris Clark.
OPEN S/BK: 1. Don Hough; 2. Mark Schellinger; 3. John Hopperstad; 4. Shane Turpin; 5. Josh Graham.
M/W SS: 1. Robert Wright; 2. Dan Turner; 3. Scott Kittinger; 4. Tony Jackson; 5. Robert Nellor.
H/W SS: 1. Dennie Burke; 2. Mike Surratt; 3. Aaron Lanningham; 4. Skie Dunning; 5. Steve Cottrell.
OPEN SS: 1. Shane Turpin; 2. Rick Orlando; 3. Robert Wright; 4. Dennie Burke; 5. Scott Kittinger.
S/TW: 1. Geoff Cemat; 2. Kelly Newman; 3. J.T. Terry; 4. Jerry Anderson; 5. Bill Peoples.
F-CO: 1. Aaron Turner; 2. J.T. Terry; 3. Jim Forrington; 4. Quinn Swift.
F-125: 1. Sven Bly; 2. John Hjelm; 3. Mark Erickson; 4. Todd Edwards; 5. Kelly Newman.
AM GTU: 1. Kevin Kowalchuck; 2. John Folsom; 3. Jason Winn; 4. John Hafkey; 5. Todd Ralsinger.
MDRN VINT GTO: 1. Tetsu Imanishi; 2. John Morris; 3. Jim Brown; 4. Gary Peil; 5. David Tharp.
MDRN VINT GTU: 1. Jim Forrington; 2. Greg Kochiss; 3. J.T. Terry; 4. Curt Conquest; 5. Jim Marchbank.
AM GTO: 1. Aaron Sherman; 2. Richard Thornton; 3. Doug Lyle; 4. Mark Kittel; 5. Steve Walker.
NOV GTO: 1. Aaron Sherman; 2. Steve Walker.
NOV GTU: 1. Kevin Kowalchuck; 2. Marv Rosencrans; 3. Jason Winn; 4. Steven Whitney; 5. Mike Applegate.
WMN: 1. Tracie Schalow; 2. Sally Weiss; 3. Julie Rossi; 4. Kim Briere; 5. Kirsten Wright

Dowd dialed in at Bull Run MX

By Steve Kelley

LEWISTON, ME, SEPT. 5-6

John Dowd returned to the Bull Run MX track in Lewiston, ME, over Labor Day weekend to win four consecutive Expert classes in the New England Sports Committee Fall Championship series. Also on hand for this two-day event were Spring Championship series points leader, Pat Barton, and last year's NESC Champion Tony Lorusso.

In Sunday's action, Dowd was slow at the gates all day, and unable to take a holeshot. This, however, did not prevent him from quickly working his way through the pack to hunt the leaders down, often within the first lap. Once out front, the race was his. Dowd pushed early in the race for a large lead. In the second half he backed off slightly, taking the checkered flag.

In the second 125cc moto, after exiting the first turn in seventh, Dowd was able to move up four positions within the first lap and knock on third place rider Wally Silva's back door. In what amounted to a rerun of the first moto, Dowd muscled his way past Silva midway through the second lap and began to hunt down Dzielac's Honda. Dzielac held the lead in the earlier moto for only two laps before Dowd turned up the heat and ran him down. After out-jumping Dzielac at the tabletop, Dowd immediately throttled out front by at least 10 bike lengths. Dzielac was unable to reel Dowd back in to retake the lead and had to settle for another second.

In the 200cc Expert class Tony Lorusso grabbed the holeshot in the second moto. Dowd quickly moved into third, and by the end of the first lap, had repositioned himself only inches from Lorusso's rear tire. Before the end of the second lap, Dowd cut to the inside coming off the tabletop and squeezed Lorusso out of the lead.

For the next lap Lorusso kept up the pace, but he began falling off the lead by the third lap. Bill Dzielac, who had gotten good starts in the 125cc class, was late into the first turn, and had to start out nearly 12 riders down. Within the first few laps however, Dzielac had throttled himself back into the front of the pack in the third position. Dzielac began to reel in Lorusso. Dzielac overtook Lorusso on the way over the back hill and began to creep up Dowd. Dzielac took advantage of Dowd's quick spill to pass into the lead. Dowd was up and back on his

Kawasaki in plenty of time to catch Dzielac and retake the lead before the finish.

Results

SUNDAY
50 YTH: 1. Travis Marchant (Yam); 2. Brian Bagley (Yam); 3. Kyle French (Yam); 4. Travis Stewart (Yam); 5. Richard Masin (Suz).
65 YTH: 1. Jeremy Morrison (Kaw); 2. Matt Johnston (Kaw); 3. Jim Cournoyer (Kaw); 4. Rick Marshall (Kaw); 5. Tyler Merrifield (Kaw).
85 BEG: 1. Mike Ianotti (Suz); 2. Matt Boron (Kaw); 3. Bryan Proxee (Suz); 4. Bob Deledda (Yam); 5. Scott Deledda (Suz).
85 JR: 1. Ben McCarthy (Suz); 2. Tim Mynes (Kaw); 3. Keith Partridge (Kaw); 4. Jamie St. Don (Yam); 5. Don Denham (Kaw).
85 ADV: 1. Mike Umhoefer (Yam); 2. David Umhoefer (Yam); 3. Ryan Hedges (Yam); 4. Keith Labonne (Kaw); 5. Ben McCarthy (Suz).
125 BEG: 1. Eric Bascombe (Hon); 2. Chad Webster (Kaw); 3. Matt Gronowicz (Hon); 4. Kevin Fleury (Kaw); 5. Jeff St. Pierre (Suz).
125 JR: 1. Bob Boord (Hon); 2. Bill Torello (Kaw); 3. Matt Charron (Suz); 4. Vincent Deledda (Yam); 5. Eric Faurie (Yam).
125 ADV: 1. Ryan Kaichen (Kaw); 2. Jim Brothers (Kaw); 3. Richard Rogers (Hon); 4. Jason Boron (Kaw); 5. Pat Outerick (Suz).
125 NOV: 1. Ray Lampron (Hon); 2. Lee Gosselin (Suz); 3. Greg Thorsell (Yam); 4. Chris Giroud (Kaw); 5. Jeff Morin (Yam).
200 NOV: 1. Jeff Wood (Yam); 2. Troy Rubner (Yam); 3. Dustin Schaller (Kaw); 4. Tom Wallace (Suz); 5. Matt True (Hon).
OPEN NOV: 1. Chris Pare (Kaw); 2. Tom Wallace (Suz); 3. Bob Pease (Yam); 4. Kevin Dionne (Suz); 5. Kevin McGettigan (Hon).
125 AM: 1. Todd Simons (Kaw); 2. Aric Merrow (Hon); 3. Pat Outerick (Suz); 4. Matt Tremblay (Kaw); 5. Ken Germain (Hon).
200 AM: 1. Pat Joyce (Kaw); 2. Chris Wimpeimer (Hon); 3. Dean Onners (Suz); 4. Dan Plourde (Yam); 5. Larry Davis (Hon).
OPEN AM: 1. Chris Knuth (Hon); 2. Bob Weymouth (Kaw); 3. Joe Bedard (Hon); 4. Bob Foster (Hon); 5. Nate Cunningham (Kaw).
125 EX: 1. John Dowd (Kaw); 2. Bill Dzielac (Hon); 3. Wally Silva (Suz); 4. Mike Treadwell (Yam); 5. Pat Barton (Suz).
200 EX: 1. John Dowd (Kaw); 2. Bill Dzielac (Hon); 3. Tony Lorusso (Yam); 4. Pat Barton (Suz); 5. Adam Dupont (Suz).
30+ EX: 1. Wemyss Scott (Yam); 2. Joe Mikalson (Hon); 3. Jim Meenan (Yam); 4. David Rudnicki (Hon); 5. John Camello (Hon).
35+ EX: 1. Wemyss Scott (Yam); 2. Jim Meenan (Yam); 3. Art Trahan (Yam); 4. David Clemence (Hon); 5. Angelo Santaniello (Hon).
30+ JR: 1. Richard Barnaby (Kaw); 2. Steve Audet (Yam); 3. Russell House (Kaw); 4. John Becker (Yam); 5. Scott Fletcher (Suz).
35+ JR: 1. Joe Sohl (Yam); 2. Don Parsons (Yam); 3. Jim Allen (Kaw); 4. Jack Flanagan (Suz); 5. Joe Machon (Hon).
40+: 1. Ron Vincent (Yam); 2. Joe Ferrini (Yam); 3. Don Lachapelle (Yam); 4. Merle Monroe (Kaw); 5. Jim Mossman (Yam).
30-39+ BEG: 1. John Collier (Hon); 2. Marc Skeeter (Kaw); 3. Joe Bruzozzi (Suz).
MONDAY
50 YTH: 1. Travis Marchant (Yam); 2. Kyle French (Yam); 3. Travis Stewart (Yam); 4. Brandon Washbord (Yam); 5. Tom Boucher (Hon).
65 YTH: 1. Jeremy Morrison (Kaw); 2. Keenan Hibbard (Kaw); 3. Rick Marshall (Kaw); 4. Matt Johnston (Kaw); 5. Trenton Estes (Kaw).
85 BEG: 1. Andy Mathieu (Hon); 2. Matt Boron (Kaw); 3. Bryan Proxee (Suz); 4. Bob Deledda (Yam); 5. David Aaskov (Yam).
85 JR: 1. Keith Partridge (Kaw); 2. Ben McCarthy (Suz); 3. Don Denham (Kaw); 4. Bill Torello (Kaw); 5. Ryan O'Connell (Yam).
85 ADV: 1. Ryan Hedges (Yam); 2. Mike Umhoefer (Yam); 3. Keith Labonne (Kaw); 4. David Umhoefer (Yam); 5. Keith Partridge (Kaw).
125 BEG: 1. Chris Webster (Suz); 2. Eric Bascombe (Hon); 3. Jeff Pierre (Suz); 4. Jason Lee (Hon); 5. Chad Webster (Kaw).
125 JR: 1. Bob Boord (Hon); 2. Vincent Deledda (Yam); 3. Mike Willet (Suz); 4. Jeremy Hill (Kaw); 5. Rick Mooney (Suz).
125 ADV: 1. Ryan Kaichen (Kaw); 2. Richard Rogers (Hon); 3. Jason Boron (Kaw); 4. Jim Brothers (Kaw); 5. Pat Outerick (Suz).
125 NOV: 1. Matt Harkness (Hon); 2. Lee Gosselin (Suz); 3. Chris Giroud (Kaw); 4. Greg Thorsell (Yam); 5. Ron Sabin (Hon).
200 NOV: 1. Jeff Wood (Yam); 2. Joe Depietro (Kaw); 3. Dustin Schaller (Kaw); 4. Brandon Leveseur; 5. Brian Francis (Kaw).
OPEN NOV: 1. Bob Pease (Yam); 2. Joe Depietro (Kaw); 3. Troy Rubner (Yam); 4. Doug Havel (Hon); 5. Brian Francis (Kaw).
125 AM: 1. Aric Merrow (Hon); 2. Peter Merwin (Suz); 3. Matt Tremblay (Kaw); 4. Ted Moneghan (Hon); 5. Tom Allen (Kaw).
200 AM: 1. Pat Joyce (Kaw); 2. Mike Psalidas (Suz); 3. Dan Plourde (Yam); 4. Dean Onners (Suz); 5. Joe Dube (Yam).
OPEN AM: 1. Russell House (Kaw); 2. Bob Foster (Hon); 3. Ron Monette (Yam); 4. Bob Weymouth (Kaw); 5. Gary Mikalson (Hon).
125 EX: 1. John Dowd (Kaw); 2. Bill Dzielac (Hon); 3. Todd Richtoff (Suz); 4. Tony Lorusso (Yam); 5. Mike Treadwell (Yam).
200 EX: 1. John Dowd (Kaw); 2. Bill Dzielac (Hon); 3. Pat Barton (Suz); 4. Mike Treadwell (Yam); 5. Wally Silva (Suz).
30+ EX: 1. Jim Meenan (Yam); 2. Wemyss Scott (Yam); 3. Joe Mikalson (Hon); 4. David Rudnicki (Hon); 5. John Camello (Hon).
35+ EX: 1. Wemyss Scott (Yam); 2. Jim Meenan (Yam); 3. Art Trahan (Yam); 4. David Clemence (Hon); 5. Angelo Santaniello (Hon).
30+ JR: 1. Richard Barnaby (Kaw); 2. Mark Dubel (Yam); 3. Steve Nowland (Hon); 4. Scott Fletcher (Suz); 5. John Becker (Yam).
35+ JR: 1. Joe Sohl (Yam); 2. Don Parson (Yam); 3. Jim Allen (Kaw); 4. Jack Flanagan (Suz); 5. Joe Machon (Hon).
40+: 1. Joe Ferrini (Yam); 2. Ron Vincent (Yam); 3. Lou Colon (Kaw); 4. Merle Monroe (Kaw); 5. Don Lachapelle (Yam).

Deaton dusts Long Cane Enduro

By Michael A. Smith

MT. CARMEL, SC. SEPT. 12

Team Green Kawasaki rider Doug Deaton won the 25th Annual Long Cane Enduro in Mt. Carmel, South Carolina, by edging out Allen Gravitt in round three of the SETRA Enduro Series.

Gravitt was trying for three wins in a row; however, Deaton had other plans. In the first woods section Gravitt and Deaton dropped three points each. Only one other rider was able to do that, Rick Roman the 250cc B winner. The second section was the longest of the four sections. Deaton skimmed past Gravitt by one minute to take the lead.

After the gas stop two short sections remained. The third section sealed the win for Deaton as he dropped two points to Gravitt's three. Seventy-Five percent of the trophying A riders also dropped three points in section three.

The last section was the first section run backwards. Most of the riders ran the last section in the same amount of time as the first section, but a select few actually rode faster.

Results

AA: 1. Doug Deaton; 2. Allen Gravitt.
OPEN A: 1. Mike Martin; 2. Montie Orr; 3. Steve Hardeman.
250 A: 1. Michael Grizzle; 2. Ashley Brewer; 3. John Beasley.
200 A: 1. Mark Logan; 2. Rickie Dennis.
125 A: 1. Tim King; 2. Greg Holder.
VET A: 1. Robert Neeley; 2. Mitch McRee.
SR A: 1. Tim Ford; 2. John Kirby; 3. Charlie Bridges.
S/SR A: 1. Jimmy Lynch; 2. Joseph Vanseeters; 3. John Parker.
MSTR A: 1. Bruce Triplett; 2. Lloyd Widener; 3. Larry Baxley.
4-STRK A: 1. John Ferro; 2. Arty Spencer; 3. Geoff Poole.
OPEN B: 1. Phillip Doyle; 2. Mike Gentry; 3. Donnie Brewer.
250 B: 1. Rick Roman; 2. Mike Roman; 3. Anthony Lambert.
200 B: 1. Tim Watson; 2. Keith Hayworth; 3. Damien O'Neill.
125 B: 1. Stephen Edwards; 2. John Carver; 3. Robert Ledford.
4-STRK B: 1. Richard Lynch; 2. John Giles; 3. Tony Parker.
MSTR B: 1. Mike Garrett; 2. Gerald Cox; 3. Joe Terry.
VET B: 1. Johnny Thomas; 2. Roger Arnold; 3. Johnny Harris.
SR B: 1. Dean Butler; 2. Steve Chancey; 3. Doug Cochran.
S/SR B: 1. Frank Amos; 2. Ron Miller; 3. Mike Leach.
GLDN MSTR: 1. John Mellon; 2. Paul Richardson; 3. Buddy Gaillard.
SR C: 1. Steve Pistole; 2. Bruce Smith; 3. David Boyce; 4. Sonny Roberts.
S/SR C: 1. Michael Thompson; 2. Terry Annas; 3. Will Eckhart.
VET C: 1. George Noxon; 2. Matt Thornton; Bruce Gaston.
125 C: 1. Shane Sexton; 2. Jeff Burchfield; 3. Tony Reece.
200 C: 1. John Nodine; 2. Neal Miller; 3. Benjey Hayes.
250 C: 1. Mike Douglas; 2. Joey Rowland; 3. Jeffery Standard;
4. John Hoover; 5. Phil Hubbard.
OPEN C: 1. Lawrence Griffin; 2. Bruce Yarbough; 3. Todd Atkins.
WMN: 1. Marie Pace.

Ennis awesome at Cypress Creek Motocross

By Pam Lambert

LITTLE ROCK, AR, SEPT. 19

Jason Ennis returned from a shoulder injury to top the 125/250cc Open class on his Roger's Cycle-sponsored RM250 at Cypress Creek MX while track promoter Jack Horton bested the 40+ class.

In moto one of the 125/250cc Open class, Brook Fluker blasted his KX125 into the lead through the opening whoops. Fluker began to open up his lead after the first lap while Ennis battled for second with Ausbrooks. Ennis locked second place after the infield triple jump. Bryan Carson blasted through the pack to take third after a mediocre start. Fluker went on to take the win with Ennis second, Carson third, Sam Henry, fourth and Joe Furr, fifth.

Moto two began with the entire field of riders staying tight through the whoops and into the second turn until a crash took its toll on several riders, including first moto winner Fluker. In the melee, Fluker hit a bike laying on the track and fell while several riders behind him rear-ended him. When the dust cleared, Fluker and Carson were the last to remount. Carson had to pull off with bike problems while Fluker took a few laps to shake the cobwebs out of his head. Meanwhile, Ennis was blasting around in the lead with Ausbrooks, Henry, Murry and Furr close. Ausbrooks was again plagued with bad luck as he ended with another DNF due to bike problems, leaving second open to Henry. Ennis cruised around to take the win and the overall while Henry finished second in the moto and overall. Fluker limped around to finish seventh, but that was enough to give him third overall.

Tom Marley won the first 25+ moto but took a good spill and had to settle for fourth in the second moto while fellow Honda rider David Whitt took the overall honors with his 3-1 finish-

es. Marley rode flawlessly in the 30+ class as he swept both motos easily. Greg Greer took second place with his consistent 2-3 rides. Tom Murry was third, followed by Steve Ashcraft in fourth and Mark Henry fifth.

Results

50: 1. Dustin Johnson (Hon); 2. Scott Osburn (Yam); 3. John Lea (Hon); 4. David Allen (Yam); 5. Derek Williams (Yam).
60: 1. Dallis Clark (Kaw); 2. Trey Phillips (Kaw); 3. Drew Willmuth (Kaw).
80 JR: 1. John Adam (Suz); 2. Hutch Weast (Yam); 3. Russell Gibbs (Kaw); 4. Clay Hamilton (Kaw); 5. Dallis Clark (Suz).
80 SR: 1. Tim Ferrell (Suz); 2. Bryan Gates (Hon); 3. Josh Lorensen (Kaw); 4. Matthew Pierce (Kaw); 5. Neil Hignight (Hon).
125 NOV: 1. Joey Ausbrooks (Kaw); 2. Joseph Furr (Hon); 3. Harry McMahan (Hon); 4. Todd McClain (Yam); 5. Starsky Weast (Hon).
125/250 OPEN: 1. Jason Ennis (Suz); 2. Sam Henry (Kaw); 3. Brook Fluker (Kaw); 4. Tom Murry (Kaw); 5. Joseph Furr (Hon).
OPEN BEG: 1. Brent Calhoun (Hon); 2. Mark Joseph (Hon); 3. Alan Holmes (Hon); 4. Jeremy Gallegly (Kaw); 5. Kerry Tabor (Suz).
250cc/OPEN NOV: 1. Keith Goss (Suz); 2. Mike Ray (Yam); 3. Lee Allen (Hon); 4. Barry Crane (Hon); 5. Mike Laceyfield (Yam).
25+: 1. David Whitt (Hon); 2. Max Zeiner (Suz); 3. Tom Marley (Hon); 4. Mike Edwards (Yam); 5. Dimitri Harris (Suz).
30+: 1. Tom Marley (Hon); 2. Greg Greer (Hon); 3. Tom Murry (Kaw); 4. Steve Ashcraft (Yam); 5. Mark Henry (Hon).
40+: 1. Jack Horton (Hon); 2. Joe Sims (Kaw); 3. Mike Lambert (Kaw); 4. Pete Perna (Hon); 5. Ricky Shourd (Suz).

Hoenshell herds Powell Ranch Cross Country win

By Mark Childre

HIGH GROVE, TX, SEPT. 12

In a start-to-finish performance, Arlington Suzuki/MSR/Scott backed Clay Hoenshell threaded the obstacles on the technical Powell Ranch cross country course to take the top Pro honors. Dean Lane made his bid but could not match Hoenshell's blistering pace through the woodlands, east of Austin, Texas.

Everyone was poised for the afternoon race. Hoenshell wasted no time in the Pro ranks, taking the holeshot. Lane was close behind, but his 500 was a handful on the fairly tight course.

"The 500 is a lot more fun to ride for about a lap. I've been wrestling with whether to ride a 500 next year or stick to the 300 KTM," Lane said. "I think you'll see me on the 300."

Steve Mack held fourth for much of the race until he clipped a tree. With Mack out of the contest, Honda-mounted Jeremy Fipps and Kawasaki rider Jackie Liddell would have it out for third. Only seconds apart at the finish, Fipps prevailed.

Todd Tarver took an early Open Expert class lead with a holeshot ahead of Mike Abbott and fellow KTM rider Bert Reynolds. Tarver held the front spot through much of the first lap until Abbott found passing room. With Reynolds on his fender, Tarver clipped a tree and careened off the track. Reynolds pursued Abbott after checking on Tarver, but he couldn't close the gap on the WR500 rider, who set a pace good enough for the Expert Overall. Tarver got track-side assistance to tighten his brake lever and held on for third under pressure from Honda-mounted Cal Burch.

Adrian Jacobs got the 250cc Expert holeshot ahead of Clifford Goertz. Goertz passed Jacobs early on the first lap, but Jacobs wasn't giving up.

"I pushed so hard to stay up with him (Goertz) that I became exhausted," Jacobs said after dropping to the back of the pack late in the race. Goertz was close to Abbott for the overall but couldn't close the gap.

"I kept getting signals that I was close, but I just couldn't go any faster," Goertz said. With



Darryl Smith (43X) snared the holeshot at the Powell Ranch Cross Country.

Jacobs out, class points leader Brent Shaw moved up into the number two spot ahead of Bobby Southard and David Garner.

Results

PRO: 1. Clay Hoenshell (Suz); 2. Dean Lane (KTM); 3. Jeremy Fipps (Hon); 4. Jackie Liddell (Yam); 5. Scott Stidd (Yam).
EX O/A: 1. Mike Abbott (Yam); 2. Clifford Goertz (Suz); 3. Oliver Benetis (Hon); 4. Bert Reynolds (KTM); 5. Brent Shaw (Yam).
250 EX: 1. Clifford Goertz (Suz); 2. Brent Shaw (Yam); 3. Bobby Southard (Hon); 4. David Garner (KTM); 5. Luke Masterson (Yam).
200 EX: 1. Tom Robinson (Kaw); 2. Eddie Linn (Kaw); 3. Mark Wall (Yam); 4. Darryl Pritchett (Kaw); 5. Neil Devasher (Kaw).
125 EBX: 1. Oliver Benetis (Hon); 2. Todd Myers (Hon); 3. Chuck Carlin (Hon); 4. Glen Boyea (Yam); 5. Marcus Langford (Suz).
250 INT: 1. Jeremy Ahlman (Suz); 2. Carl Browning (Kaw); 3. David Sellers (Hon); 4. Jim Waddell (Yam); 5. Kevin Virgil (Kaw).
45+ INT: 1. Howard Love (Kaw); 2. Bob Ballard (Kaw); 3. Will Stidd (Yam); 4. Butch Lawrason (Kaw); 5. Larry Dodson (Suz).
OPEN AM: 1. Russ Clark (KTM); 2. Bill Wright (Kaw); 3. Billy Dosinger (Hon); 4. Steve Sprong (ATK); 5. Lane Burch (Hon).
125 AM: 1. Todd Gleason (Hon); 2. Brian Barnes (Yam); 3. Scotty Sims (Kaw); 4. Richard Dux (Kaw); 5. Shannon Butler (Hus).
45+ AM: 1. Bud Johnson (Hon); 2. Dale Little (KTM); 3. Billy Fuller (Hon); 4. Joe Smith (Yam); 5. John Davenport (Kaw).
30+ EX: 1. Darryl Smith (Yam); 2. Jim Jacobsen (Hon); 3. Frank Shacklee (Yam); 4. Darryl Conner (Hon); 5. Mark Vickers (Suz).
30+ INT: 1. Eric Hobbs (Yam); 2. Larry Zimmerman (Hon); 3. Norbert Gromelski (Kaw); 4. Wally McKinnon (Yam); 5. Jeff Wilson (Yam).
4-STRK: 1. Lorenz Wilkinson (Kaw); 2. Courtney Christian (Hon); 3. Eric Hess (Suz); 4. Jeff Solinger (Hon); 5. David Culpepper (Hon).
250 AM: 1. Jody Wall (Kaw); 2. Scott Foster (Hon); 3. Don Henson (KTM); 4. Mark Franklin (KTM); 5. Mike Toberman (Yam).
30+ AM: 1. Danny Burford (Yam); 2. Mitch Ford (Hon); 3. Ronny Donald (Hon); 4. Mike Leffew (Yam); 5. Ron Miller (Hon).
MINI EX: 1. Corey Pratt (Kaw); 2. Robert Scherer (Kaw); 3. Bo Baker (Kaw); 4. Aaron Gay (Yam); 5. Jason Childre (Hon).
OPEN EX: 1. Mike Abbott (Yam); 2. Bert Reynolds (KTM); 3. Todd Tarver (KTM); 4. Cal Burch (Hon); 5. Eli Harris (KTM).
38+ EX: 1. Sam Baker (Hon); 2. Rick Hillhouse (Hon); 3. Don Fitzsimmons (Hon); 4. Dan Burch (Hon); 5. John Krawczyk (KTM).
45+ EX: 1. Gene Pannell (Yam); 2. Bill Fleming Sr. (Yam); 3. Loyd Morgan (Yam); 4. Freddie DeJarnett (Yam); 5. Charles Pritchett (Kaw).
38+ INT: 1. Randy Hamlin (Yam); 2. John Deans (Kaw); 3. Mike Mitchell (Kaw); 4. Mike Fussell (Yam); 5. Jim Everheart (Yam).
AM O/A: 1. Jody Wall (Kaw); 2. Scott Foster (Hon); 3. Don Henson (Kaw); 4. Kurt Gailey (Kaw); 5. Russ Clark (KTM).
200 AM: 1. Kurt Gailey (Kaw); 2. Eddie Roberts (Kaw); 3. Shane Pace (Kaw); 4. Dwayne Violet (Kaw); 5. Aaron Mizar (Kaw).
38+ AM: 1. Gregg Ollom (Hus); 2. Thomas Moore (Yam); 3. Mary Ballard (Kaw); 4. Gregg Shoaf (Hon); 5. Wayne Reeves (Yam).
WMN EX: 1. Serina DeJernatt (Yam); 2. Mary Ballard (Kaw); 3. Gayle Culpepper (Yam); 4. Cynthia Weeks (Kaw); 5. Lisa Scherer (Suz).
WMN AM: 1. Kristi Lane (Kaw); 2. Sherry Mullins (Kaw); 3.

Sylvia Langford (Yam); 4. Ann Buffington (Hon); 5. Leslie Finnegan (Hon).

MINI AM: 1. Shane Gove (Kaw); 2. Eric Hillhouse (Kaw); 3. John Deans (Kaw); 4. Josh Craddock (Kaw); 5. Jeremy Weeks (Kaw).

MINI BEG: 1. Kris Stevenson (Kaw); 2. Brent Klima (Suz).
BEG: 1. Brian Canion (Kaw); 2. Robert Stevenson; 3. Jay Roy.

Durelle dazzles Cambridge ST

By Tim McBride

CAMBRIDGE, MN, SEPT. 18

Davey Durelle finished off the Dirt Track Riders Association Championship Short Track Series on a high note by topping the Open Pro main event in the season finale at the Isanti County Fairgrounds. Superb track preparation by Don Boehlke allowed a variety of lines which equated to some very close racing.

Open Pro heat winners Hoffmiester and Durelle picked the first two starting spots on the grid for the 12-lap main event. Durelle performed a textbook holeshot and led the way down the back straight ahead of Hoffmiester, Tony Donahue, Kurt Boehlke, Eric Brouhard, Dan Zitir, Mike Tehro, and wild card entry Bitsy Kantor.

Durelle set a blistering pace as he and Hoffmiester pulled away from two separate battles. Donahue and Boehlke argued over third while Brouhard and Zitir dived for the fifth position. On lap three Boehlke secured third from Donahue as Zitir slipped by Brouhard. Brouhard, however, answered back on the next lap.

Hoffmiester made his presence felt as he slipped a tire to the inside of Durelle in turn two near the halfway point. In response, Durelle turned up the wick increasing his lead over Hoffmiester by 10 yards. On lap seven Donahue pulled off with a broken throttle cable while Zitir powered by Brouhard for good on the front straight. Durelle greeted the checkers first ahead of Hoffmiester and a lonely Boehlke.

After winning the Novice final, Phil Lambrecht lined up for the start of the Stock Single class. Lambrecht pulled the holeshot and was chased by the Koch brothers David, Jerry and Paul during the early stages of the race. David and Jerry Koch were locked in a close dice for second, and their momentum carried them past Lambrecht on lap three. Steve Hill



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EVENTS

Tonrod Rodriguez (69) and Scott Highland (37) had a midair dice at the Perris MX.

was on the move, however, as he recovered from a bad start and bolted into the runner-up spot just behind race leader Jerry Koch. On the final lap the duo caught lapped traffic, and when Jerry Koch pulled wide to avoid the lapper, Hill dove to the inside and wheeled across the line for the win.

Buzz Arndt continued his year-long dominance in the Open B class. Throughout the season Arndt faced and defended all contenders, whether it be size, shape or gender. This time it was gender as he held off an aggressive Elizabeth "Bitsy" Kantor all the way to the checkers to finish the season with a perfect performance.

Results

OPEN PRO: 1. Davey Durelle (W-R); 2. Billy Hoffmister (Rtx); 3. Kurt Boehlke (W-R); 4. Dan Zitur (W-R); 5. Eric Brouhard (Rtx).

BOTT: 1. Eric Brouhard (H-D); 2. Buzz Arndt (Kaw); 3. Steve Hill (Yam); 4. Joel Gulbranson (Yam); 5. Joe Blackwell (Yam).
STK SGL: 1. Steve Hill (Hon); 2. Jerry Koch (Yam); 3. Paul Koch (Yam); 4. David Koch (Hon); 5. Phil Lambrecht (Yam).
SR: 1. Buzz Arndt (Yam); 2. Mike Bauer (Mai); 3. Joel Gulbranson (Yam); 4. Phil Lambrecht (Yam); 5. Bob Reynolds (H-D).

VINT: 1. Joel Gulbranson (Yam); 2. Frank Radloff (Yam); 3. Joe Blackwell (Yam); 4. James Gliddon (Yam).
30+: 1. Paul Koch (Yam); 2. Jerry Koch (Yam); 3. Mike Ledin (Yam); 4. Mike Bauer (Mai); 5. Bob Herman (Yam).

OPEN B: 1. Buzz Arndt (Yam); 2. Bitsy Kantor (Yam); 3. Steve Hill (Tri); 4. Paul Koch (Yam); 5. Dave Peterson (Hon).

NOV: 1. Phil Lambrecht (Yam); 2. David Jenkins (Yam); 3. Bob Herman (Yam); 4. Marty Mataya (Yam); 5. Richard St. Clair (Yam).

80 MINI: 1. Matt Powers (Kaw); 2. Andy Schneider (Hon); 3. Louie Schneider (Hon); 4. Jake Christain (Yam); 5. Adam Henrichs (Hon).

MICRO MINI: 1. Jacob Mataya (Yam); 2. Josh Koch (Yam); 3. Travis Henrichs (Yam); 4. Darryn Bourgouis (Hon).

Haase handles Glen Helen GP

By Allen Weekley

SAN BERNADINO, CA, SEPT. 12

The Southland Racing Association Vet Expert class was once again the scene of a fierce battle, as Jeff Haase and Craig Adams battled for the lead in the SRA Grand Prix at Glen Helen.

Haase worked his way through traffic after a dead last start, but when he caught up to Adams the real battle began. The two riders swapped the lead several times and were never very far apart. The experienced competitors turned in some very quick lap times as they pushed each other to the maximum. Haase emerged victorious on the fifth lap when Adams crashed hard on a steep downhill.

AXO Sport/Kawasaki of Simi Valley/Coast RV-sponsored Haase also won the 200cc race on a 125 and finished second to Fred Conover in the Open race. Amateur Chris Cooley also had a good ride in the Open race despite a late start. Cooley arrived at the starting line after the Beginners had left, but he still charged to a third overall behind Experts Haase and Conover.

Several vintage bikes added color to the racing. Tim Nash showed up with an exceptionally clean 1979 Honda CR250 complete with Fox Air Shox. Nash got the holeshot in the Open Novice start but ended up on the sidelines when the chain came off. Another vintage bike participating was a 1973 Franks 125 Roo brought out by Dewey McDewey. The bright yellow bike was originally built by Kelvin Franks for Tommy Croft to race in the 125cc wars of the early '70s. The Roo used a Honda engine, a custom frame, and parts from about five other makes. McDewey was enjoying racing the bike so much

that he forgot his pit stop and ran out of gas while running fifth in the 200cc class.

Results

OPEN: 1. Fred Conover; 2. Jeff Haase; 3. Chris Cooley; 4. Ron Clement; 5. Walt Bennett.

VET NOV: 1. Chris Corum; 2. Brian Stevens; 3. Billy Womack; 4. Dave Mullen.

VET BEG: 1. Frank Paredes; 2. Mick Nichols; 3. Glenn Shearer; 4. Jon Mayer.

SR: 1. Jack Landers; 2. Don Wallingford; 3. Rick Vaughn; 4. Bill Jucha.

S/SR: 1. Pete Kolbet.

WMN: 1. Aimee Pugh.

VET EX: 1. Jeffery Haase; 2. Trach Harch; 3. Bob Maxwell; 4. Jeff Kaplan; 5. Paul Vogelsang.

VET A: 1. Doug Heil; 2. Steven Heredia; 3. Mark Ford; 4. Matt McBride.

80: 1. Johnny Nicolli; 2. Greg Landers; 3. Chris Loftis; 4. Jeremy Heil.

200: 1. Jeff Haase; 2. Mark Stuen; 3. John Elton.

250: 1. Joel Smith; 2. Rick Fiumetto; 3. Marty Highland.

Ryan rockets to Perris MX win

By Tony Alessi

PERRIS, CA, SEPT. 18

Joe Ryan dominated all four motos of both the 125 and 250cc Novice Classes while en-route to a double-class victory during the GFI "Dollar Day" MX at Perris Raceway.

The event was unique in that racers only had to pay \$1 for their race entry. A great track and low cost racing brought smiles to the faces of the over 500 riders who attended the historic race.

"This is my last novice race, I hope to do well today and get some exposure" Ryan said before the start of his first 250cc Novice moto.

Bret Milan, Ryan and Jason Fields battled during the opening lap of the first 250cc Novice moto. Ryan was on the gas and glided into the lead, then simply left the competition in the dust. Fields worked on Milan early in the moto and made the pass for second on lap three. Fields settled into the second spot after discovering that Ryan had opened more than a 10-second lead. Ryan Carroll made a spectacular charge from outside the top 15 to fifth by the end of the moto, finishing behind Honda rider David McCown.

The second moto saw Milan again out front with Steve Wamboldt and Ryan in tow. Ryan followed them both for a lap before he turned up the wick and passed them both on the back straight to take over the lead. Ryan once again showed raw speed and opened a large gap. Wamboldt made short work of Milan for second but was no match for Ryan, who was riding a near flawless moto. Carroll cranked up his pace and dove under Milan for third. Milan responded to the pass by falling on his face. Ryan crossed the line with a country-mile lead followed by Wamboldt, Carroll and Milan, who regrouped for fourth.

Ryan came back later in the day to post a convincing two-moto sweep of the 125cc Novice class. Jerry Aleman got the best of Sal Ugarte in the first moto for second but Ugarte redeemed himself with a solid second-place finish in the all-important final moto which was good enough for runner-up honors for the day.

Jeff Willoh discovered some hidden speed as he led every lap of both 125cc Intermediate motos. While Willoh rode uncontested in the lead in each moto, Ty Kady and E.J. Wright mixed it up for the number two spot. Kady finished third behind Wright in the first moto and was suprised by Travis Preston, who finished second in moto two.



Don Harte and Jason Kerbs (1) teamed up to win the sidecar class at the LACR MX.

Results

50 BEG: 1. Greg Jones (Yam); 2. Jake Nason (Yam); 3. Jeff Loop (Yam); 4. Eric Mathews (Yam); 5. Jessica Loop (Suz).

50 STK D-1: 1. Chad Munn (Yam); 2. Daniel Taft (Yam); 3. Ryan King; 4. Justin Munyon (Yam).

50 STK D-2: 1. Justin Wilson (Yam); 2. Mark Atkins (Yam); 3. Brody Bolling (Itj).

50 MOD D-1: 1. Bryan Matthews (Yam); 2. Daniel Taft (Yam); 3. Brock Bolling (Yam); 4. Justin Munyon (Yam); 5. Ryan King.

50 MOD D-2: 1. Justin Wilson (Yam); 2. Mark Atkins (Yam); 3. Cody King.

60 (0-8) BEG: 1. Joe Anderson; 2. Chad Robbins (Kaw); 3. Jesse Mock (Kaw); 4. Aaron Emery (Kaw); 5. Nicholas Wells (Kaw).

60 (0-8) NOV: 1. Ryan Picard (Kaw).

60 (9-11) BEG: 1. Justin Bonanno (Kaw); 2. Heather Matthews (Kaw); 3. Chris Thorp (Kaw).

60 (9-11) NOV: 1. Chris Rogers (Kaw); 2. Landon Robbins (Kaw).

80 BEG D-1: 1. Brandon Morgan; 2. Brandon Dahlgren (Yam); 3. Nathan Jones (Yam); 4. Tim Rasmussen (Kaw); 5. Brad Langston (Yam).

80 BEG D-2: 1. Dustin Ryley (Yam); 2. Michael Sullivan (Suz); 3. Bryan Morgan (Kaw); 4. Chris Rogers (Kaw); 5. Brandon Gilman (Suz).

80 B/W: 1. Jeff Shaw (Kaw); 2. Pierre Lipscomb (Hon).

80 NOV: 1. Mark Tilley (Hon); 2. Shad Viens (Kaw); 3. Josh Cartter (Yam); 4. Jonathon Schultz (Suz); 5. Brandon Morgan (Kaw).

80 INT: 1. Jerry Aleman (Yam); 2. Danny Carlson (Kaw).

80 ADULT: 1. Joe Tutobene (Suz); 2. Ernest Becker (Yam); 3. Gary Martini (Hon); 4. Chad Smart; 5. Charles Gonzales (Kaw).

125 BEG D-1: 1. Dean Beauchamp (Suz); 2. Mark Tilley (Suz); 3. Tony Nguyen (Hon); 4. Milton Chavez (Yam); 5. Jason Padilla (Kaw).

125 BEG D-2: 1. Nick Norton (Suz); 2. Bryan Lamborn (Hon); 3. Damion Loudd (Kaw); 4. Curtis Chris (Suz); 5. Kyle Hanenberg (Suz).

125 NOV D-1: 1. Joe Ryan (Yam); 2. Sal Ugarte (Yam); 3. Jerry Aleman (Yam); 4. Jason Sobiesiak (Kaw); 5. Jason Pearce (Suz).

125 NOV D-2: 1. Ryan Carroll (Hon); 2. Cory Sievers (Suz); 3. Jason Wood (Suz); 4. Chris Packwood (Suz); 5. John Nelson (Yam).

125 INT: 1. Jeff Willoh (Kaw); 2. Travis Preston (Kaw); 3. Ty Kady (Suz); 4. Raymond Bowers (Kaw); 5. Shaun Perolio (Yam).

PRO COMB: 1. Don Upton (Yam); 2. Willy Musgrave (Hon); 3. Larry Linkogle (Hon); 4. Jeff Matisevich (Suz); 5. Ray Hensley (Suz).

250 BEG D-1: 1. Bryan Davis (Yam); 2. Bryan Lamborn (Yam); 3. Mike Motter (Hon); 4. Richie Holt (Suz); 5. Todd Hale (Kaw).

250 BEG D-2: 1. Jason Padilla (Kaw); 2. Tommy Roberts (Yam); 3. Shane Leyden (Suz); 4. Major Alford (Kaw); 5. Matt Parsons (Yam).

250 NOV D-1: 1. Joe Ryan (Yam); 2. Bret Milan (Yam); 3. Ryan Carroll (Hon); 4. David McCown (Hon); 5. Steve Wamboldt (Suz).

250 NOV D-2: 1. Jason Wood (Suz); 2. Chad Smart (Suz); 3. Steve Cox (Suz); 4. Shaun Fortier (Hon); 5. Tonrod Rodriguez (Yam).

250 INT: 1. Ty Kady (Suz); 2. Travis Robertson (Hon); 3. E.J. Wright (Suz); 4. Raymond Bowers (Kaw); 5. Kenny Miller (Suz).

500 BEG: 1. Mike Boyd (Hon); 2. Chris Alamangos (Suz); 3. Randy Langston (Hon); 4. Shaun Ward (Hon); 5. David Rodriguez (Hon).

500 NOV: 1. Brad Bieler; 2. Derreck Gainer (Hon); 3. Scott Marlow (Kaw); 4. Fred Thiel (Hon); 4. Greg Verdugo (Hus).

500 INT: 1. Mike Ulrich (Hon); 2. Sterlyn Riggsby (Hon); 3. Jim Henn (Hon).

25+ BEG D-1: 1. Dominic Gayton (Hon); 2. Tony Edeson (Yam); 3. Layton Loop (Hon); 4. Chris Alamangos (Suz); 5. Ron Seaman (Hon).

25+ BEG D-2: 1. Bryan Davis (Yam); 2. Kenard Lipscomb (Suz); 3. Tim Ryker (Hon); 4. Shane Leyden (Suz); 5. Tony Nuygen (Hon).

25+ NOV D-1: 1. Eric Beigesser (Yam); 2. Pryor Campbell (Kaw); 3. Greg Mazzio (Yam); 4. Daniel Bush (Suz); 5. Aron Briggs (Hon).

25+ NOV D-2: 1. Andy Kyles (Hon); 2. Sam Rameriz (Yam); 3. Bill Reimer; 4. Tonrod Rodriguez (Yam); 5. Jeff Kiehl (Yam).

25+ INT: 1. Travis Robertson (Hon); 2. Gary Sailors (Suz); 3. Steve Plattoni (Suz); 4. Tony Alessi (Yam); 5. Bob Johnson (Kaw).

30+ NOV D-1: 1. Bill Reimer (Yam); 2. Pryor Campbell (Kaw); 3. Gary Harada (Yam); 4. Greg Mazzio (Yam); 5. Ron Stebe (Yam).

30+ NOV D-2: 1. Robert Weston (Hon); 2. Mark Sandzimier (Kaw); 3. Jack Phinn (Yam); 4. Greg Pagan (Hon); 5. Scott Highland (Suz).

30+ INT: 1. Steve Plattoni (Suz); 2. Skinner (Suz); 3. Bob Johnson (Kaw); 4. Mark Stroup (Yam); 5. Jim Henn (Hon).

30+ PRO: 1. Willy Musgrave (Hon); 2. Jon Wilson (Suz); 3. Gary Jones (KTM).

35+ NOV: 1. Pryor Campbell (Kaw); 2. Darrell Little (Yam); 3. Bill Reimer (Yam); 4. Greg Bebeck (Yam); 5. Bob Barnett (Kaw).

35+ INT: 1. Robert Sheldon (Yam); 2. Skinner (Suz); 3. Steve Donovan (Hon); 4. Marc Stroup (Yam).

40+: 1. Patrick Mullis (Yam); 2. Rick Workman (Hon); 3. Gary Jones (KTM); 4. George Kohler (KTM); 5. Alan Olson (Suz).

WMN: 1. Jamie Pamintuan (Suz); 2. Debbie Matthews (Kaw); 3. Laurie Schipper (Suz); 4. Stacy Bremner (Yam).

Reed romps LACR MX

By Scott Hoffman

PALMDALE, CA, SEPT. 19

The action was fierce as Ken Reed took his Kal-Gard-backed Kawasaki to the podium after winning both motos in the 125cc Novice class during California Racing Club's motocross at Los Angeles County Raceway.

At the start of the first moto, Clint Shepard motored into the lead with Bob Arens, Brian McCormick and Ken Reed hot on his trail. The siege for the lead quickly started to heat up during the first lap. Arens was the first to go down in smoke when he misjudged a set of whoops and went down. Reed welcomed Arens' mistake, moved up to third, and before the end of the lap, slithered his way into second. The stage was set for the fight between Shepard and Reed. Shepard had pulled a comfortable lead out front, but Reed was on the gas and closing fast. By the halfway point Shepard could feel Reed breathing down his neck. Reed made the kill quick and painless by grabbing an inside line to take the lead. Shepard tried to latch on, but Reed pulled away. At the finish, Reed took the win with Shepard in second. Back in the field, Tony Green edged out McCormick for the third spot.

In the second moto Reed faced a challenge after going down on the third lap. Shepard pulled one his patented holeshots to lead the field, Reed and John Turner gave chase. Reed wasted little time and jumped into the lead during the second lap. Shepard stayed close in second. Reed started to ride his own race until he crashed; Shepard graciously took over the lead as Reed picked himself off the ground. Shepard's lead was short-lived as Reed was riding like a madman and quickly closed the gap. With two laps to go, Reed retook the lead and never looked back. Reed took the overall as Shepard had to settle for second. Green crossed the line with third place honors.

Something you don't see everyday is sidecar races, but this Sunday LACR hosted a field of these crazy patrons. The first race saw the team of Ed Hall and Brandy Budd flip their massive machine on the first lap and still manage to bang themselves into the third spot by the end of the race. Budd and Hall came back to win the second moto. Don Harte and Jason Kerbs were the victors of the day after posting 1-2 moto finishes. They led the first moto from start to finish. Rounding out the third spot was the father and son team of Michell and Dustin Hinker.

Results

P/W A: 1. Anthony Barbacovi (Yam); 2. Blake Mitchell (Yam); 3. Scott Simon (Yam).

P/Wee B-1: 1. J.R. Williams (Kaw); 2. Joshua Grant (Yam); 3. Troy Tittlemier (Yam); 4. Vincent Rhoads (Yam); 5. Eric Hunter (Yam).

60 (0-8): 1. Daryl Ecklund (Kaw); 2. Blake Mitchell (Kaw); 3. Shane Smith (Kaw).

60 BEG: 1. Joe Neitzel (Kaw); 2. Anthony Barbacovi (Kaw); 3. Scott Simon (Kaw); 4. Nick Moore (Kaw).

80 BEG: 1. Kevin Townsend (Yam); 2. Jay Schreffler (Yam); 3. Justin Witcher (Kaw); 4. Brent Lancaster (Kaw); 5. Tyson Tittlemier (Suz).

80 NOV: 1. Chris Honnald (Kaw); 2. Jason Dubin (Suz); 3. Shaun Mitchell (Kaw); 4. Chris Thompson (Kaw); 5. Michael Rowland (Kaw).

80 INT: 1. Chris Neitzel.

125 BEG: 1. William Tucker (Yam); 2. Dennis Woodard (Suz); 3. Tyler Buck (Kaw); 4. Mike Esparza (Suz); 5. Edgars Gulbis (Kaw).

125 NOV: 1. Ken Reed (Kaw); 2. Clint Shepard (Suz); 3. Tony Green (Kaw); 4. John Turner (Suz); 5. Brian McCormick (Kaw).

125 INT: 1. Chip Rotan (Kaw); 2. Mike Crosby (Kaw).

250 BEG: 1. Ray Harp (Kaw); 2. Jim Carley (Yam); 3. Miguel Lavarelle (Yam);

250 NOV: 1. Danny Woodard (Kaw); 2. Cory Austin (Yam); 3. Scott Hoffman (Yam); 4. Danny Bushey (Suz); 5. Patrick Wade (Suz).
 250 INT: 1. Erik Lindstrom (Hon); 2. Chip Rotan (Kaw); 3. Robbie Dunham (Yam); 4. Joe Fernandez (Kaw).
 250 PRO: 1. Owen Dickson (Kaw); 2. Peter B. Ware (Suz).
 500 NOV: 1. John Tookey (Kaw).
 500 INT: 1. Joe Fernandez (Kaw);
 JR VET BEG: 1. Dennis Jaramillo (Hon); 2. Ray Harp (Kaw); 3. Eddie Buteaux (Suz); 4. John Stich (Kaw); 5. John Erickson (Hon).
 JR VET NOV: 1. Daniel Cleveland (Yam); 2. Mike Licitra (Kaw).
 JR VET EXP: 1. Jeff Barbacovi (Yam); 2. Jon Zahrt (Yam).
 VET BEG: 1. John J. Pindard (Hon); 2. Steve Basmajian (Yam); 3. Dave Dubin (Suz); 4. Joe Popp (Hon); 5. Bob Lucas (Kaw).
 VET NOV: 1. Steve Schrobbsdorf (Yam); 2. David Mullen (Hon); 3. Ron Wade (Kaw); 4. Robert Schneidan (Yam); 5. Bud Lewis (Yam).
 VET INT: 1. Rodney Morrison (Suz); 2. Leo Saul (Cag).
 VET EX: 1. Jon Zahrt (Yam).
 SR EX: 1. Ken Renaux (Hon); 2. Bob Dunham (Yam).
 SDCAR: 1. Don Harte/Jason Kerbs (Hon); 2. Ed Hall/Brady Budd (Hon); 3. Mitchell Hinker/Dustin Hinker (KTM); 4. Richard Meyers/Dave Perkins (Hon); 5. Dave Hersey/Barry Bryant.

Flowers blossoms at Starwest Motocross

By David A. Procidia

MORENO VALLEY, CA, SEPT. 9

Michael Flowers put in a good showing with 2-1 moto finishes to take the overall win in the highly competitive 250cc Beginner class during Starwest Supercross Park's "Saturday Night under the Lights" racing action.

After taking the holeshot, Flowers led the majority of the first moto only to lose the lead to Judd Scanlan on the last lap when Flowers lost control in the whoops and went down.

Nic LaBella gated well, went down on the second lap and spent the rest of the moto playing catch-up, finishing in the number three slot behind Flowers as Scanlan took the win. Rounding out the top five slots were Karl Scanlan and Matt Parsons.

Moto two saw LaBella holeshot with Flowers, Karl Scanlan and Parsons in close company. At the back of the pack was Judd Scanlan who was doing everything in his power to work his way up to the front. As LaBella chose to single the "Twin Peaks" double, Flowers went for the big air, made it cleanly and closed to LaBella's rear fender. Judd Scanlan utilized the double jump to put himself into fourth behind his dad, closed in and made the pass in the double-double.

At the midpoint of the race, Judd Scanlan again went for the "Twin Peaks" jump, but this time came up short, slamming his body up against the upper tank and triple clamp assembly. The younger Scanlan was shaken and was forced to pull off the track. The elder Scanlan stopped to investigate, which threw the standings into total chaos as the top three slots now belonged to LaBella, Flowers and Parsons. Flowers was getting frustrated following LaBella around, and with two laps left in the moto, Flowers leaped the "Twin Peaks" once again. This time his aerial antics earned him the lead.

It was not going to be a cakewalk by any means as LaBella stuck to Flowers' rear fender just waiting for a mistake. With two corners left, LaBella entered the whoops in an unfamiliar section of the obstacle and attempted to power his way past Flowers. It resulted in a hard get-off for the RM rider, and he wound up losing second to Parsons before he was able to restart. Up front, Flowers took the checkered for the win and the overall as Parsons second moto finish would boost him past both Scanlans. But it wasn't enough to knock LaBella out of the number two position.

Results

50: 1. Dan Taft (Yam); 2. J.R. Williams (Yam); 3. Steven Ross (Yam); 4. Tommy Cochran (Yam); 5. Ricky Oliver (Yam).
 60: 1. Andy Pierce (Kaw).

80 (0-11): 1. Shawn Scott (Kaw).
 80 (12-13): 1. Tyson Taylor (Yam); 2. Sean Taylor (Yam).
 80 (14-16): 1. Adam Pierce (Kaw); 2. Danny Carlson (Kaw).
 80 (12-16) BEG: 1. Sean Clarke (Kaw); 2. Andy Rasmussen (Yam); 3. John Thompson (Yam); 4. Tony Dumont (Suz); 5. Justin Scott (Yam).
 125 BEG: 1. Tony Epolito (Suz); 2. Phoevy Nguon (Hon); 3. Neil Alonzo (Suz); 4. Sean Gordon (Suz); 5. Michael Duncan (Hon).
 250 BEG: 1. Michael Flowers (Yam); 2. Nic LaBella (Suz); 3. Matt Parsons (Yam); 4. Judd Scanlan (Yam); 5. Karl Scanlan (Yam).
 125 NOV: 1. Jimmie Deever (Hon); 2. Eddie Nichols (Hon); 3. Adam Pierce (Kaw).
 250 INT: 1. Christopher Nelson (Kaw).
 25+ NOV: 1. Brian Miller (Suz); 2. Fred Thiel (Hon).
 30+ BEG: 1. Keith Dean (Suz); 2. Elmer Silfies (Yam).
 30+ NOV: 1. Rick Zeigler (Suz); 2. Terry Macrae (Suz); 3. John Severin (Kaw); 4. Greg Berg (Hon); 5. Jim Williams (Kaw).
 30+ INT: 1. Dennis Foster (Hon).
 250 PRO: 1. Doug Eilthers (Hon); 2. Jesse Wozniak (Hon); 3. Steve Beilman (Hon); 4. Scott Butler (Hon); 5. Jason Williams (Hon).

Collins, Zimmerman top LACR Motocross

By Greg Robertson

PALMDALE, CA, SEPT. 12

Ralph Collins and Steve Zimmerman, both members of the Northern California chapter of the Over The Hill Gang, made the drive down to Southern California pay off as they collected the overall wins in the Novice and Beginner classes, respectively, at the southern chapters motocross at Los Angeles County Raceway.

Scott Wallace had the quickest reaction time to lead Grady Gillette and Carlos Marin at the start of the first Novice moto. Gillette overshot a turn handing second place to Marin. Marin quickly had his hands full with Gillette trying to repass, John Rizzo trying to get around both of them and Collins wanting to pass everyone. Collins quickly put the moves on Rizzo and Gillette to move into third behind hard-to-pass Marin. Marin was making Collins work for the pass, using every line on the track.

Collins finally out-braked Marin going into a turn and set out after leader Wallace. Within a lap, Collins made his pass on Wallace at the end of a jump-filled straight. Collins said goodbye to the rest of the pack, taking the checkered flag with a 10-second lead. Wallace took a lonely second with Rizzo third. Gillette spent the entire moto looking for a way around Marin, finally doing so on the white flag lap for fourth.

Gillette edged out Rizzo for the second-moto holeshot. Collins was running fifth behind Wallace and Joe Churilla. A lap later, Collins was up to third and pressuring Rizzo. It didn't take long for Collins to displace Rizzo to third and catch Gillette. Collins used a longer, faster outside line in a turn to grab the lead. Collins easily led the remaining laps to take the checkered flag going away. Gillette took second in the moto but not without a great end-of-the-moto effort by Wallace. On the final circuit, Wallace let it all hang out, making several serious attempts at the runner-up position only to come up a few feet short at the finish.

Tim Whisnant got things off to a good start in the first Beginner class moto with a holeshot. He was followed by Dan Smith and John Curran. Whisnant led for a lap before being passed by Brian Holliman, who was charging from his fourth-place start. Curran also got around Whisnant who would eventually fade to eighth. Zimmerman and Jay McLey were working towards the front after mid-pack starts and moved into third and fourth place, respectively by the half-way point. Holliman was untouchable, taking the checkered flag with 15 seconds to spare.

Unfortunately for Holliman, after the moto the OTHG officials docked him a lap for having incorrect numberplates on his bike, which dropped him to 14th. Curran was handed the



At Tim Whisnant (57) tried to hold off John Curran (53) at the LACR's OTHG MX.

first moto victory, with Zimmerman second. McLey appeared to have third place in the bag, but overshot a turn dropping to fourth behind Scott McDonall.

Smith led the pack through the first turn in moto two with Robert Ruder and Zimmerman close behind. With a lap complete, Ruder went down in the sand giving Zimmerman a clear shot at Smith. Zimmerman slowly reeled Smith in, watching his lines. Zimmerman made his move by cutting inside Smith in a corner, only to get out-jumped by Smith on the following straight. Zimmerman passed Smith in the same spot a lap later, and Smith wasn't able to retaliate this time. Zimmerman took the moto and overall win. Smith was second ahead of McDonall.

Results

BEG: 1. Steve Zimmerman (Kaw); 2. Jay McLey (Yam); 3. Scott McDonall (Kaw); 4. John Curran (Suz); 5. Dan Smith (Hon).
 NOV: 1. Ralph Collins (Kaw); 2. Scott Wallace (Yam); 3. Grady Gillette (Kaw); 4. John Rizzo (Hon); 5. Joe Churilla (Kaw).
 INT: 1. Carl Powell (Yam); 2. Eddie Cavanaugh (Kaw); 3. Douglas Truhn (Suz); 4. Gene Johnson (Kaw); 5. Steve Gordon (Suz).
 EX: 1. Glen Wilkins (Hon); 2. Andy Smith (Suz); 3. Mark Mulliner (Kaw).

Fowler jams to Cycleland Motocross win

By Michael Rich

CHICO, CA, SEPT. 24

Kawasaki-mounted Daniel Fowler came from off the pace to take a last-second win in the 60cc main at the 11th round of the Summer Mountain Bike Giveaway Series at Chico's Cycleland Speedway.

The top three riders in the class, Fowler, Seth Harris, and Sara Garner were side by side when the gate fell for the feature. Harris shot out to the early lead followed by Darren Benson and Fowler. Garner got too much traction off the grid and looped her bike halfway down the start straight. She was quickly up, however, and chased the pack.

Meanwhile, Harris was moving out to a commanding lead as Fowler found himself continually blocked out by Benson. On the second, lap Fowler found an opening over the tabletop and was able to move around Benson and set after Harris. Garner continued to move her way through the field, and by the end of the third lap she had moved all the way to fourth place. Fowler spent most of the next three lap closing

the gap between himself and Harris, while Garner moved in on Benson. Just as Garner reached Benson's rear fender, Benson slid out in the whoops, handing over third place.

Fowler spent two laps studying Harris' lines. On the last lap, with only a single turn to go before the finish, Fowler shot inside of Harris over the hill jump and out-accelerated him to the finish line for a well-deserved win. Garner was not as lucky on her ride to the flag. Exhausted from her climb through the pack, she began to make mistakes and fell on the last lap within sight of the finish. This allowed Benson to shoot by for third. Unable to restart her bike, Garner limped home in seventh place.

Results

P/W: 1. Brandon Powell (Yam); 2. Adam Smith (Yam); 3. B.J. Powell (Yam); 4. Kyle Corchero (Yam).
 60: 1. Daniel Fowler (Kaw); 2. Seth Harris (Kaw); 3. Darren Benson (Kaw).
 80 INT: 1. Kyle Garner (Suz).
 80 JR: 1. Nikki Harris (Yam).
 80 NOV: 1. Matt Sluder (Kaw); 2. Charlie Personett (Kaw); 3. Chris Bitzer (Kaw).
 125 PRO: 1. Lowell Moural Jr. (Hon).
 125 JR: 1. Josh Fisher (Suz); 2. Dylan Blackwell (Hon).
 125 NOV: 1. Darrell Valasek (Yam); 2. Mike Morgan (Yam); 3. Aaron Harris (Kaw).
 250 PRO: 1. Lowell Moural Jr. (Hon).
 250 INT: 1. Chris Verboom (Hon).
 250 JR: 1. Crash Cooper (Hon).
 250 NOV: 1. Wayne Peters (Hon).
 VET NOV: 1. Tom Polito (C-A).
 OT: 1. Bill Kopping (Yam); 2. Donald Leedy (Yam); 3. Michael Rich (Suz); 4. Tom Peterich

Karrle blasts Tennyson MX

By Larry Witmer

TENNYSON, IN, SEPT. 19

Geddy Karrle kept his Buck's Cycle/PJ1/Yamaha Cycle Sport-backed motorcycle in the lead and won the 50cc Automatic class at the Tennyson MX despite heavy pressure from the highly competitive field of riders.

Brad Ripple grabbed the holeshot in the first 50cc Auto moto and left everyone in his wake, confident after winning the final 50cc Auto moto at the Loretta Lynn's Nationals. Behind Ripple came Brad Weiss, Fred Karrle and Jason Staples on the fast straightaway after the first corner. Karrle wasted no time on the opening lap coming from seventh to second with aggressive, clean passing. Once into second, Ripple was long gone. Karrle gave chase but couldn't make up the ground. In third, Weiss held off Staples at the finish line with Fred Karrle fifth.

Parents and spectators were on their feet

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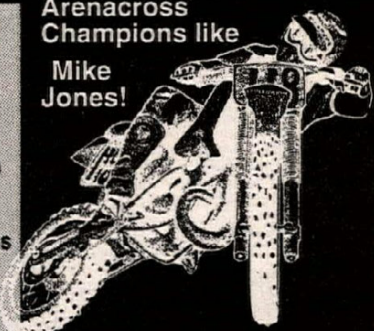
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Open to all entries.
 Anyone can enter and ride.
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Races at 7:30 p.m.

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Night MX action at LACR saw Joe Lozano (32) and Turtle Wikoff (4T) slug it out.

for the second moto showdown that didn't materialize. Ripple again pulled the holeshot only to throw his YZinger away in the first corner. Coming around in first place was Italjet-mounted Weiss. Fred Karrle, Jason Staples, Zachary Marshall and Geddy Karrle rounded out the top five. Karrle fired past the front-runners in the series of stadium rockers. Once in front, Karrle opened up a large lead. Weiss snuck past up the fast uphill straight-away for second. Time was running out for Ripple, who was into second by the fourth lap. Karrle had established a big lead and was cruising in the lead. At the finish, Karrle came out the victor, with Ripple two seconds back in second.

"I just tried my hardest to catch up the first moto, but Ripple had a big lead," said Karrle. "I saw Ripple laying in the first corner in the second moto, so I just tried to take the smooth lines and not make any mistakes."

The 125cc B action was controlled by Jeff Moore, who pulled both holeshots and racked up big leads for the 1-1 victory. Todd Flickenger and Jassen Snodgrass kept Moore honest in both motos.

Moore nailed the first moto holeshot with Snodgrass, Bryan Ripple, Carey West and Flickenger in formation. Completing the first lap, Moore had established a big lead. Ripple was into second and Snodgrass had moved to third. Mark Edwards was up to fourth. Snodgrass threw it away in a tight corner, putting him out of the top five. Moore continued to set the pace out front, but the fastest rider on the track was Travis Toll. Toll had a terrible start and was playing catch-up. At the checkers it was Moore, Toll in second after slicing through the pack, and Flickenger and Edwards side by side at the finish line for third and fourth, respectively.

Moore controlled the second-moto start with Flickenger second, Snodgrass third, Edwards fourth, and Toll again forced to catch up after crashing early on the first lap. Moore continued to set the pace out front with Flickenger holding off Hoffman until the fourth lap when Hoffman used an outside line to pass Flickenger for second. Hoffman set after Moore, with Toll back up to seventh on the fourth circuit. At the finish, Moore took the win with Hoffman on his rear fender for second, Flickenger good for third and Richard Lowe fourth.

Results

50 AUTO (4-8): 1. Geddy Karrle; 2. Brad Ripple; 3. Brad Weiss; 4. Shawn Clark; 5. Jason Staples.
125 C: 1. Joel Ford; 2. A.J. Hall; 3. Mitch Tisserand; 4. Darwin Bailey; 5. Jody Cooper.
40+: 1. Bob Rahard; 2. Dennis Harland; 3. Harry Lewis; 4. Roger Swartout; 5. Tim Graves.
30+ A: 1. Larry Witmer; 2. Brian Stoughton.
125 B: 1. Jeff Moore; 2. Todd Flickenger; 3. Richard Lowe; 4. Mark Edwards; 5. Travis Toll.
H/W A: 1. Rod Marshall; 2. Chad Thompson; 3. Jeff May; 4. Scott Kirkpatrick; 5. Jason Boyd.
65: 1. Robert Turley; 2. Adam Higgins; 3. Ritchie Moore; 4. Mikey Klinger; 5. Stephen Thompson.
JR MINI: 1. Ben Riddle; 2. Ritchie Moore; 3. Robert Turley; 4. Adam Higgins; 5. Mikey Klinger.
SR MINI: 1. Justin Guthrie; 2. William McCoy; 3. Ben Graves; 4. Jeff Yates; 5. Courtney Burton.
25+ A: 1. Rod Marshall; 2. Larry Witmer; 3. Scott Kirkpatrick; 4. Robert Davis.
25+ B: 1. Todd Flickenger; 2. Mark Strunk; 3. Rick Gorney; 4. Bobby Pryor; 5. Joe Harkins.
H/W B: 1. Michael Hofman; 2. Bill Coffey; 3. Mark Strunk; 4. Terry Chastain; 5. David Null.
H/W C: 1. Scott Figg; 2. Robert Cox; 3. Ty Peck; 4. Steven Bradley; 5. Brent Long.
14-24 B: 1. David Mull; 2. Mark Edwards; 3. Jeff Moore; 4. Richard Lowe; 5. Carey West.
16-24 A: 1. Chad Thompson; 2. Chip Hunter; 3. Matt Davis; 4. Garick Cooper.
30+ B: 1. Dave Hoff; 2. Tim Sutter; 3. Scott Biddle; 4. Charles Nice; 5. Ted Abdon.
125 A: 1. Jeff May; 2. Rod Marshall; 3. Chip Hunter; 4. Clinton Moore.

McCulloch collects LACR Motocross win

By Greg Robertson

PALMDALE, CA, SEPT. 24

Mark McCulloch rode his Hard Bone Racing-backed Kawasaki KX500 to the runner-up position in the first Vet Novice moto, then came back to win the second moto to secure the overall class honors at California Racing Club's Friday night motocross at LACR.

In the first moto, Scott Forward timed the gate drop to perfection and grabbed the lead. Bud Lewis gated in second with McCulloch and Jeffery Prince close behind. Forward appeared to have the track wired and was going to be untouchable in the first moto. McCulloch found a way around Lewis by the second go-around, but wasn't able to make a dent in Forward's lead. Lewis ended up third over Dan Bernardino, who worked up to fourth at the checkered flag.

McCulloch powered to the second moto holeshot, but Forward had other ideas and made the pass for the lead by the completion of lap one. Lewis liked what he saw and also put the move on McCulloch to drop him to third. Forward's lead was short-lived as he went down in a small set of double jumps. Lewis now had the lead with McCulloch closing fast.

McCulloch out-jumped Lewis for the lead only to have Lewis dive underneath him in the following to regain it. McCulloch got on the gas and roosted past Lewis through a set of whoops to retake the lead again. Lewis closed to McCulloch's rear fender in the following tight turn, but stalled his bike, giving McCulloch the chance to pull away for good. It was McCulloch all alone in front at the checkered flag with a comfortable lead. Craig Bryson put in an excellent ride, coming from back in the pack to overtake Lewis towards the end of the moto to finish second. Lewis collected the second place trophy for his 3-3 efforts. Bryson was handed third overall with a 5-2 score.

Turtle Wikoff took his Honda CR125 to the winner's circle in both 125cc Intermediate motos. Wikoff had to wait until the halfway point in the first moto to find a way around fast starter Mike Crosby for the lead. Once at the front of his class, Wikoff also caught and passed all the 250cc Intermediates who were on the track at the same time.

Wikoff had an easier time getting around Crosby in the second round, but had a harder time with the 250cc riders. Wikoff wanted to be the fastest rider on the track, no matter what size bike, and was hounding the two front running 250cc riders, Mike Gallegos and Joe Lozano, by the halfway point. Gallegos fell prey to the little screaming Honda with a couple of laps remaining. Wikoff got within striking distance of Lozano but couldn't come up with that little extra to overtake the 250 Intermediate winner before the checkered flag fell.

Results

P/W B-2: 1. Charles Messer (Yam); 2. Aron Tomota (Yam); 3. Ryan Roybal (Yam); 4. Timmy McDaniel (Yam); 5. Terminator Garcia (Yam).
P/W B-1: 1. Clark Figueras (Yam); Brett Mountain; Max James Sweeney (Yam); Julianne Messer (Yam).
P/W A: 1. Scott Howe (Yam); 2. Chris Nihan; 3. Blake Margheim (Yam).
60 BEG: 1. Blake Margheim (Kaw); 2. Anthony Barbacovi (Kaw); 3. Caleb Gosselaar (Kaw); 4. Michael Archer (Kaw).
60 D-8: 1. Scott Howe (Kaw); 2. Tim Buntin (Kaw); 3. Chris Nihan (Kaw).
60 9-11: 1. Christopher Gosselaar (Kaw); 2. Johner Faulkner; 3. Gerard Patin (Kaw); 4. David Moreno (Kaw).
MINI NOV: 1. Devin Seeger (Suz); 2. Jeremiah Newcome (Yam); 3. Todd Gosselaar (Yam); 4. Travis Smith (Yam).
MINI INT: 1. Christopher Gosselaar (Kaw); 2. Ito Posca (Yam).



Andy Tresser (91) overtook Aaron Hill (17), then won Castle Rock's Expert class.

MINI BEG: 1. Kevin Townsend (Yam); 2. Lars Lindstrom (Hon); 3. Bryan Lang (Kaw); 4. Chris Torres (Kaw); 5. Shawn Scott (Suz).

125 BEG: 1. Kevin Tarwater (Kaw); 2. Brit Jackson (Kaw); 3. Wes Dell (Suz); 4. David Thomforde (Kaw); 5. William Tucker (Yam).

125 NOV: 1. Chris Blanton; 2. Reginald Mitchell (Suz); 3. Scott Reed Jr. (Kaw); 4. Jason Richter (Hon); 5. Clint Shepard (Suz).

125 INT: 1. Turtle Wikoff (Hon); 2. Mike Crosby (Kaw); 3. Jim Buntin (Suz).

250 BEG: 1. Eddie Legliu (Kaw); 2. Jeff Balzer (Suz); 3. Rich Cordes (Hon); 4. Gary Beaird (Hon); 5. John Stich (Kaw).

250 NOV: 1. Ken Reed (Kaw); 2. Shaun Fortier (Hon); 3. Danny Bushey (Suz); 4. Chuck Kober (Suz); 5. Ed Hartman (Kaw).
250 INT: 1. Joe Lozano (Hon); 2. Mick Elsberry (Kaw); 3. Mike Gallegos (Hon).

500 BEG: 1. Mark McCulloch (Kaw).
500 NOV: 1. Alan Kadlec (Hon); 2. John Tookey (Hon).

JR VET BEG: 1. John Stich (Kaw); 2. Robert Faussett (Suz); 3. Brad Pietro (Suz).

JR VET NOV: 1. Corrado Meneghelo (Hon).
JR VET INT: 1. Mick Elsberry (Kaw); 2. Steve Corteville (Yam).

VET BEG: 1. Dan Hargrove (Yam); 2. Joey Baca (Suz); 3. Bob Lucas (Kaw); 4. Jeff Wiedeman (Yam); 5. Art Sanchez (Hon).

VET NOV: 1. Mark McCulloch (Kaw); 2. Bud Lewis (Yam); 3. Craig Bryson (Yam); 4. Scott Forward (Kaw); 5. Dan Bernardino (Yam).

VET INT: 1. Rodney Morrison (Suz); 2. Mark Reha (Hon).
VET PRO: 1. Brad McLeod (Hon); 2. Mark Horton (Yam); 3. Rod Robertson (Hon); 4. Tom Webb (Hon).

SR BEG: 1. Larry Kirsch (Hon).

Tresser cooks at Castle Rock TT

By Derryl Anderson
Photo by Dave Hoenig

CASTLE ROCK, WA, SEPT. 17

Arai / Motion Pro-backed Andy Tresser, who was fresh from his 600cc National win at Bellingham, Washington last week, did it to 'em again at the sixth running of the Darell Davis Western Regional TT held at the fairgrounds in Castle Rock, Washington.

Tresser got the holeshot in the main event followed by Gary Strode, Dan Stanley, Aaron Hill, Joe Kopp, Randy Roose, Chris Carr and the others. For three laps everyone stayed bunched up very tight, then Stanley passed Strode on lap four. By now, Tresser had a good 20-yard lead and was slowly increasing that distance as he continued to turn laps in the 21.30's (which was lower than Carr's pole sitting time trial of 21.433). On lap five, Kopp got by Strode and Carr passed Roose and Hill. Two laps later, Carr also got by Strode to settle into fourth. The order remained the same as Tresser continued to be uncatchable, and Carr seemed content to check out the lines and the local rider styles. The top five positions remained unchanged right to the checkered flag. The order went Tresser, Stanley, Kopp, Carr, Strode and Hill.

The Pro Am class ran five scratch heats with six in each advancing to three heat races. In the main the AMA starter said that Paul Bergstrom crossed the line prematurely and sent him to the back row. The starters board seemed to remain vertical forever, but finally they got a clean start with Jeff Rister into turn one the quickest. Behind the Castle Rock resident were Frank Becker, Dave Stering, Rodney Reynolds, Eric Rickman, Jason Anderson and the others. On lap four, Rickman went under Reynolds, then he passed Stering a lap later. Rickman and Becker went at it for several laps before Rickman took control of second place. Meanwhile, Rister had built up a 30-yard lead on the rest of the pack. Kurt Edwards slowly worked his way past Reynolds, Enderson and Becker to settle into third while Bergstrom did a great job to work his way up to sixth by the last lap. At the checkered flag it was a super happy Rister followed by Rickman, Edwards, Becker and Enderson.

Results

PRO-AM: 1. Jeff Rister (Hon); 2. Eric Rickman (W-R); 3. Kurt Edwards (W-R); 4. Frank Becker (W-R); 5. Jason Enderson (W-R).

EX: 1. Andy Tresser (W-R); 2. Dan Stanley (W-R); 3. Joe Kopp (W-R); 4. Chris Carr (H-D); 5. Gary Strode (W-R).

Edmisten dominates Orlando Motocross

By Lou Whitney

ORLANDO, FL, SEPT. 18

ProSports USA kicked off round number one of the Florida Mini-Cycle Championship Series at Orlando Motocross Park, and it was seven-year-old Garrett Edmisten who took home the honors in the 50cc Stock (7-9), 50cc Modified, and 60cc (7-9) classes.

In the first moto of the 50cc Stock (7-9), it was Michael Morgan who got the holeshot and made it over the tunnel jump first. Not far behind in second and third place were Edmisten and Tad Mondell. Morgan managed to hold off the hard charge of Edmisten for the first six laps, but on lap seven Edmisten saw his chance and got by Morgan. Edmisten held on to the lead and took the checkered flag. Morgan and Mondell finished second and third, respectively.

In the second moto Matt Georke jumped out in front, with Morgan, Mondell, and Edmisten in tow. On lap four, Edmisten got by Mondell and Morgan to take over the number two position. Georke was able to maintain his lead until the last lap, when Edmisten made his move and took over the number one position. It was a race to the checkered flag, but Edmisten held his lead and took the moto and overall class win. Georke, Mondell, Morgan, and Justin Holstein rounded out the top five.

In the 50cc Modified class, Christopher Kasavage got the holeshot in the first moto and ran away from the rest of the field. Kasavage rode a perfect race and lapped most of the other riders. Justin Holstein was second off the line with Edmisten a close third. The top three positions remained the same at the finish. In the second moto it was five-year-old David Millsaps who got the holeshot and led the pack for the first lap. On lap two, Holstein got by Millsaps, but Millsaps stayed right on Holstein's rear fender for the next couple of laps. Coming out of the "S" turns on lap four, Millsaps lost control, and Edmisten was there to take advantage and assume the number two spot. Edmisten set his sights on Holstein, and by lap seven he was in the lead. Edmisten was so excited when he won the second moto that he almost lost control over the finish-line jump.

Edmisten also competed in the 60cc (7-9) class, and ended up with runaway wins in both motos.

Results

P/W BEG: 1. Austin Hoover (Yam); 2. Brandon Cipollone (Yam); 3. Colby Hazouri (Yam); 4. Cody Thompson (Yam); 5. Waylon Maloy (Yam).

P/W (4-6): 1. Michael Lozaw (Yam); 2. David Millsaps (Yam); 3. Jayme Gwynne (Yam); 4. Robert Holstein (Yam); 5. Trey Thompson (Yam).

P/W (7-9): 1. Garrett Edmisten (Yam); 2. Matt Georke (Yam); 3. Tad Mondell (Yam); 4. Michael Morgan (Yam); 5. Justin Holstein (Yam).

P/W MOD: 1. Garrett Edmisten (Yam); 2. Justin Holstein (Yam); 3. Christopher Kasavage (Yam); 4. Matt Georke (Yam); 5. Brianna Millsaps (Yam).

P/W SPL: 1. Ryan Whiteway (Suz); 2. Nathan Evans (Suz); 3. Lance Stalls (Suz); 4. Kyle Jones (Hon); 5. Steven McMahon (Hon).

60 (7-9): 1. Garrett Edmisten (Kaw); 2. Ian Hewett (Kaw); 3. Christopher Kasavage (Kaw); 4. Joey Haines (Kaw).

60 (10-11): 1. Ronnie Wilkes (Kaw); 2. Mitch Georke (Kaw); 3. Richard Clouser (Kaw); 4. Austin Hamlin (Kaw).

80 BEG: 1. Raymond Loggins (Hon).

80 (7-11): 1. Ronnie Wilkes (Kaw); 2. Mitchell Holstein (Kaw); 3. Henry Donely (Hon); 4. Dustin Thompson (Yam).
 80 (12-13): 1. Jesse Ballard (Kaw); 2. Scott Moore (Kaw); 3. Jason Gaine (Kaw); 4. Russell Lytaker (Yam); 5. Chris Sacik (Yam).
 80 (14-15): 1. Adam Rake (Kaw); 2. Richard Newkirk (Suz); 3. Donny Stewart (Yam); 4. James Loring (Yam).
 5/MINI: 1. Jesse Ballard (Kaw); 2. Adam Rake (Kaw); 3. Chris Duncan (Kaw); 4. Brandon Smith (Yam); 5. Ronnie Wilkes (Kaw).
 15-24: 1. Jason Brown (Yam); 2. Billy Wood (Suz); 3. James Webb (Suz); 4. Ronnie Webb (Hon).
 125 BEG: 1. Justin Tank (Yam); 2. James Gibson (Kaw); 3. David Doyle (Yam); 4. Kevin Sawchuck (Hon); 5. Chris Bronson (Suz).
 125 C: 1. Ronnie Webb (Hon); 2. Jason Brown (Yam); 3. James Webb (Suz); 4. Chris Taylor (Hon); 5. Dean Smith (Yam).
 125 A: 1. Billy Wood (Suz).
 250 C: 1. Trey Byrd (Hon); 2. Shane Estep (Yam); 3. John Smith (Yam).
 500 NOV: 1. Donald Pataky (Kaw); 2. Jeff Hope (Kaw); 3. Shane Estep (Hon).
 25+: 1. Armando Carrasquillo (Hon); 2. Dave McPherson (Hon).
 30+: 1. Donald Pataky (Kaw); 2. Armando Carrasquillo (Hon); 3. Dave McPherson (Hon).
 35+: 1. Marcus Day (Yam); 2. Dave Millsaps (Yam).
 40+: 1. John Smith (Yam); 2. Thomas Stewart (Kaw); 3. David Frazier (Hon); 4. Terry Sacik (Yam).
 N/C: 1. Kim Burrows (Mal); 2. Steve Smith (Hon).
 WMN: 1. Heather Sawchuck (Hon); 2. Colleen Millsaps (Yam); 3. Missy Wilkes (Kaw).

Neese, Chester split Devils Ridge Motocross

By Jay and Sharon Hauser

SANFORD, NC, SEPT. 19
 Team Green rider Jim Neese piloted his Answer/Scott/Dunlop/Hammerhead Graphics/Tsubaki/Arai/FMF/Barrs Competition built KX-250 to the overall honors in the 250cc A class, while Jim Chester stole the 125cc A class win away from Neese as round two of the Carolina Fall Ultra Series headed into Devils Ridge MX.

Neese handily took the first three motos and was on his way to a four-moto sweep until a poor start in the final 125cc A moto left him playing catch-up to Chester. Although Neese fell short of the sweep he still had a productive day by making over \$700.00 in earnings and contingencies for his efforts.

Chester was the only rider to come close to Neese in moto one of the 125cc A class as many of the top riders had gotten mid-pack starts and were dealing with working past the 125cc B class riders that started with the A class. Chester used the start to his advantage in moto two as he put his YZ125 in front from the drop of the gate and tried to put as much space as possible between himself and Neese, who was well out of the top 10 after the first circuit. Chad Lough charged hard after Chester the entire moto but, could not get a strong enough effort up to ever take the top spot. Meanwhile, Neese was slicing and dicing through the pack, moving ever so close to the leaders. Neese's time ran out after he worked his way past Bobby Stovall and Shane Templeton for third place. Chester's moto win netted him the overall win. Lough's runner-up finish brought him up in the overall standings to third behind Neese, while Stovall and Templeton rounded out the top five, respectively.

Senior class action in the 30+ division was fast and furious as long-time rivals Ron Jones and Scott Shipley went at it in both motos like they were still 16-year-old teenagers. Jones jumped out front at the start of moto one with brother Kerry Jones and Darrell Bell sliding into second and third. Shipley was right in there in fourth ahead of Tripp Miller. Miller went down in the second turn and dropped all the way back out of the top 20. This didn't seem to concern Miller as he remounted quickly and worked his way back to fifth in one lap. Ron Jones was able to hold the top spot at the flag over Shipley and Kerry Jones.

Moto two turned out to be the tight race as Jones again grabbed the holeshot, but Shipley was breathing down his neck right away. Shipley made a strong pass after the first lap to take over the lead for the next few laps, until Jones started putting strong pressure on Shipley, looking to force a mistake. When Jones saw the halfway flag he knew he could not count on Shipley to make a mistake and tried to duck under Shipley as the two rounded the corner to take the white flag. Jones slid to the outside of the corner while exiting the turn as Shipley tried to maintain his position by railing the outside berm. The two riders met up at the end of the turn, and Shipley ended up on the downside of the tangle while Jones cruised around one more circuit to take the second moto win and the overall.

Results

50: 1. Brandon Robinson (Yam); 2. James Powers (Yam); 3. Zack Mitchell (Yam).
 65: 1. Derrick Bell (Kaw); 2. Chris Willis (Kaw); 3. Spency Hill (Kaw); 4. Michael Willis (Kaw); 5. Robert Nunn (Kaw).
 85 (7-11): 1. Jered Black (Suz); 2. Nicholas Roberts (Hon); 3. Bryan Weatherly (Kaw); 4. Casey Barnes (Suz); 5. Martin Pence (Suz).
 85 (12-15): 1. Richard Hiers (Kaw); 2. Zach Yonce (Kaw); 3. Richard Childers (Yam); 4. Jeff Rogers (Suz); 5. Brandon Strickland (Suz).

S/MINI: 1. Richard Hiers (Kaw); 2. Jered Black (Suz); 3. Zach Yonce (Kaw); 4. Jay Brown (Kaw).
 SCHBY: 1. Robbie Horton (Kaw); 2. Jacob Dombrosky (Suz); 3. Scott Beard (Suz); 4. Chris Anstead (Kaw); 5. Chap Harkrader (Suz).
 125 A: 1. Jim Chester (Yam); 2. Jim Neese (Kaw); 3. Chad Lough (Suz); 4. Bobby Stovall (Kaw); 5. Shane Templeton (Hon).
 125 B: 1. Robbie Horton (Kaw); 2. Ramsey Bulkeley (Hon); 3. Jacob Dombrosky (Suz); 4. Mitchell Hodges (Kaw); 5. Brandon Turlington (Hon).
 125 C: 1. Sidney Williams (Kaw); 2. Michael Milen (Hon); 3. Caven Woodruff (Kaw); 4. Brian Ward (Hon); 5. Brian Lane (Kaw).
 250 A: 1. Jim Neese (Kaw); 2. Chad Lough (Suz); 3. Jim Chester (Yam); 4. Bobby Stovall (Kaw); 5. Shane Templeton (Hon).
 250 B: 1. Tildon Ttyron (Suz); 2. David Price (Hon); 3. Brandon Turlington (Hon); 4. Kerry Jones (Suz); 5. Ned Blackwelder (Suz).
 250 C: 1. Caven Woodruff (Kaw); 2. Mike Milen (Hon); 3. Brian Ward (Hon); 4. Marc Woods (Suz); 5. Chris Baldwin (Kaw).
 OPEN B: 1. Beecher Simmons (Hon); 2. Paige Hilliard (KTM); 3. Darrell Bell (Hon); 4. Kevin Rothrock (Hon); 5. Tom Haar (Hon).
 25+: 1. Mike Andrews (Suz); 2. Scott Shipley (Suz); 3. Ron Jones (Hon); 4. Larry Andrews (Suz); 5. Kerry Jones (Suz).
 30+: 1. Ron Jones (Hon); 2. Scott Shipley (Suz); 3. Kerry Jones (Suz); 4. Tripp Miller (Suz); 5. Joe Norder (Yam).
 40+: 1. Billy Privatte (Hon); 2. Bob Maner (Hon); 3. Jimmy Evers (Yam).

Taking on the Moonlight Madness Dual Sport ride

By Anne and Tom Van Beveren
 Photo by Tom Van Beveren

BIG BEAR, CA, SEPT. 11

The name of the event was the same as last year—the Moonlight Madness Dual Sport Ride—but this year the moon forgot to attend.

The second annual running of the only night dual sport ride on the AMA/District 37 calendar took place on one of the blackest nights the San Bernardino National Forest has ever seen, but 70 riders with bright headlights and a sense of adventure weren't about to let that stand in their way. Armed with everything from tiny flashlights to helmet-mounted spotlights designed for night racing at the SCORE Baja 1000, the dual sporters headed out into the pine forests, meadows and high desert trails of the picturesque countryside near Big Bear Lake, and when the 100-mile trip was behind them, the California Trail Rides event was pronounced one of the brightest spots of the dual sport year.

In a change from last year's "all-dark" format, this year's ride began at 4 p.m. with a 65-mile daylight section that included one easy/hard split and a circumnavigation of Green Valley Lake. The daylight ride ended with dinner at B.J.'s, a popular hamburger joint in Big Bear City that is well known for supporting dual sport events, and then headed into a 45-mile night ride that, with good lights and no unforeseen problems, could be completed in time for the 10 o'clock news.

For some of the riders, a trouble-free ride was too much to hope for and the problems began almost as soon as the roll-charts started turning. For lucky riders like Jack Logan, who was tackling his first-ever dual sport ride on a Yamaha Serow, the problem was as simple as one blown turn.

"I missed a corner and went quite a way past it. By the time I got back, my odometer was off by .65, so I was trying to add .65 to every instruction and I had a real tough time until the next reset," said Logan.

Harry Keast missed way more than one turn before he discovered his odometer read in kilometers not miles.

"I kept riding along and I was always about 60 percent off. I'd ride about four miles on the instructions and all of a sudden I'm at six miles. I had a hell of a time all the way around the first loop," said Keast.

Riders like Jay Tullis were delayed by obstacles on the course.

"There was a grassy field we went across (in the first loop) and I fell in this big hole," said Tullis. "My riding partner was right behind me. I figured when he saw me in the hole, he would go around, but no—he fell in the same hole, right on top of me."

Greg Ayers was delayed by a flat tire he picked up five miles from the end of the daylight loop and lost more time changing the tube at the dinner break, but he was far from the last rider to complete the "daylight" section. Desert racers Richard Jackson and Bob Wadlow were late to dinner after they began following ribbon that marked the course of a District 37 enduro scheduled for the following weekend. The ribbon took Jackson and Wadlow about 10 miles out of their way but that was nothing compared to the turmoil it caused for Jack Gibson and Mark Nelson, who didn't finish the "daylight" section until 10:15 p.m.

"We took the enduro course and ended up at White Mountain," said Gibson. "The enduro is laid out well. It was very scenic. It just wasn't the course we were supposed to be on."

The course for the night section looped north and east towards Lucerne Valley and



A brief daylight section was included in the Moonlight Madness Dual Sport Ride.

Kerry Jones (6) stalked Ron Jones (3) in the +25 class at Devils Ridge MX.



then wound through the hills via Deer Springs on its way back to Big Bear City. With the exception of the two hard-way options, the terrain was less challenging than that of the early loop, but the lack of light upped the degree of difficulty and kept the riders on their toes all the way.

"Riding in the dark out there is so different from anything you can ever imagine," said Alan Cohn, who found his experience street riding at night to be of little help. "Your perception is totally off balance because there's no light on the other side of obstacles—everything's two dimensional, but with good lights. I think you can ride even faster than you can during the day. It's a blast and I can't wait for next year."

Some riders, who killed their converted Honda XR's by mistake and plunged themselves into darkness or were forced to attempt trail-side repairs in the pitch black, found themselves wondering if they would finish in time for next year's ride, but there were miles of smiles at the finish from the first pair of riders, who completed the 45-mile after-dark circuit at 9:15 p.m., to later riders who trickled in well past midnight.

For 65-year-old first-time dual sporter Ray Bierman, Moonlight Madness provided fun worth returning for.

"I thought the run was great. It was laid out well, the roll charts were pretty self explanatory and, if you followed them, it was all right," said Bierman. "I'm going to do it every time they have one. October 2 is the next one. I'm definitely going to be there."

Day cruises to Midway Motocross victory

By George Hodkinson

KELLOGG, MN, SEPT. 12

Jamison Day piloted his KX125 to the overall win in the 125 C class at the Midway Recreation Park by finishing with a 1-2 moto score despite nursing a sore shoulder.

At the start of the first moto in the 125 C division Robert Marvis shot into the lead followed by Rick Lambrect and Day. Day was in the lead after the first lap, with Lambrect moving into second and Marvis slipping to third. As this was the first class of the day's schedule, the mud brought on by heavy rains caused Day trouble as he went down in a corner, but he was still able to retain his lead over Lambrect as Justin Peterson moved into third and was chasing Lambrect. At the finish, Day cruised in alone

for the win with Lambrect in second, Peterson in third, and Scott Braaten and Marvis rounding out the top five.

Day looked to repeat his performance in the second moto as he was in the lead after the "Dirty Dozen" whoop section on the first lap. Marvis held second with Lambrect in third for the early stages, but Steve Bechel was slicing through the pack very quickly. With one lap to go, the race appeared to belong to Day, but he slid out going into a corner, which allowed Bechel and Marvis to get by. After Day remounted, he charged hard for the win and was able to pass Marvis, but didn't have enough time to catch up to Bechel. At the finish it was Bechel followed by Day, Marvis, Peterson and Braaten.

In the Open C class, Ron Grundhauser proved to be able to handle a big-bore bike the best as he posted a 1-1 score for the day on his Honda.

Results

MICRO MINI: 1. Joe Ettesvold (Yam); 2. Billy Olson (Yam); 3. Josh Carlson (Yam); 4. Bill Krusmark; 5. Tony Traxler.
 P/W: 1. Zach Derry (Kaw); 2. Nathan Broughton (Kaw); 3. Gerritt Clark (Kaw); 4. Joe Ettesvold (Kaw); 5. Jacob Scholar (Kaw).
 MINI JR: 1. Zach Derry (Yam); 2. Eric Gerber (Suz); 3. Gerritt Clark; 4. Mitchell Laflamme.
 MINI SR: 1. Mike Kann (Yam); 2. Ryan Megaw (Yam); 3. Jason Wilber (Yam); 4. Brian Rousselow; 5. Bryan Kremer.
 YTH: 1. Shelly Kann (Yam); 2. Nick Nenow (Kaw); 3. Christian Andrews (Hon); 4. Mike Frazier.
 17-24 A: 1. Chris Bense (Kaw); 2. Marty Clark (Hon); 3. Bill Tilford (Kaw); 4. Robbie Engstrom (Hon).
 17-24 C: 1. Chris Stern (Kaw); 2. Bill Medek (Kaw); 3. Don Oreskovich (Kaw); 4. Brent Mckean (Yam); 5. Mike Heggen (Kaw).
 25+ A: 1. Bryan Hunt (Hon); 2. Jay Mercill (Yam); 3. Bill Engstrom (Hon); 4. Dana Hunt (Hon); 5. Jack Parenteau (Hon).
 25+ C: 1. Kurt Bieniek (Kaw); 2. John Kelly (Hon); 3. Jerry Schulze (Yam); 4. Glen Novotny (Hon); 5. Tim Hanson (Hon).
 VET A: 1. Dana Hunt (Hon); 2. Bill Engstrom (Hon); 3. Scott Ruegg (Suz); 4. Jack Parenteau (Hon).
 VET B: 1. Jerry Schulze (Yam); 2. Roger Schellhammer (Kaw); 3. Tim Blake (Yam).
 VET C: 1. Mark Smilanich; 2. Tom Koenig; 3. Brian Cole (Hon); 4. A.J. Kazlauskas (Hon); 5. Brian Karlsbroten.
 SR: 1. John Tieden (Yam); 2. Jerry Bumgardner (Hon); 3. Allen Staige (Yam); 4. Pat Day (Kaw); 5. James Kirkpatrick (Hon).
 125 A: 1. Jay Mercill (Yam); 2. Heath Voss (Yam); 3. Brandon Mckean (Yam).
 125 B: 1. Todd Fletcher (Suz); 2. Nick Nenow (Kaw); 3. Mike Heggen (Kaw); 4. Bill Medek (Kaw); 5. Brent Mckean (Yam).
 125 C: 1. Jamison Day (Kaw); 2. Justin Peterson (Hon); 3. Robert Marvis (Hon); 4. Scott Braaten (Hon); 5. Steve Bechel (Kaw).
 250 A: 1. Chris Bense (Kaw); 2. Marty Clark (Hon); 3. Heath Voss (Yam).
 250 B: 1. Todd Fletcher (Suz); 2. Mike Clark (Hon); 3. Jon Culver (Kaw); 4. Chris Hinds (Hon); 5. Tim Hanson (Hon).
 250 C: 1. Richard Burns (Hon); 2. Greg Beckman; 3. Fred Freeze; 4. Steve Kizer (Kaw); 5. Kurt Torbenson.
 OPEN A: 1. Ron Grundhauser (Hon); 2. Craig Stickfort (Hon); 3. Mark Wannarka (Hon); 4. Greg Kalis (Kaw); 5. Brent Herber (Hon).

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3/26

4/9

4/16

4/23

4/30

6/4

6/11

Info 614/891-2425

Info 614/891-2425

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Superbike Road Race Series

11/7 Mexico City, Mexico

International Six Days Enduro

10/11-16 Assen, Holland

World C'ship Endurance Road Race Series

10/17 Johor, Malaysia
10/24 Phillip Island, Australia

AMA Camel Supercross Series

1/15/94 Orlando, FL
1/22 Houston, TX
1/29 Anaheim, CA
2/5 San Diego, CA
2/12 Tampa, FL
2/26 Atlanta, GA
3/12 Daytona Beach, CA
3/19 Indianapolis, IN
3/26 Charlotte, NC
4/9 Pontiac, MI
4/16 Minneapolis, MN
4/23 Irving, TX
4/30 Las Vegas, NV
6/4 San Jose, CA
6/11 Los Angeles, CA
Info 614/891-2425

AMA Grand Nat'l C'ship Series

10/9 Pomona, CA HM
Info 614/891-2425

AMA Continental Tire 883 Nat'l C'ship Series

10/9 Pomona, CA HM
10/24 Daytona Beach, FL RR
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

10/24 Flat River, MO
11/7 Wickenburg, AZ
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

10/24 Lucerne Valley, CA
Info 614/891-2425

AMA Wiseco/Yamaha/ Dunlop Nat'l Cross Country Series

10/17 Elizabeth, WV
10/31 Mt. Morris, PA
11/14 Greenville, TN
Info 304/594-1157

AMA Nat'l C'ship Hillclimb Series

10/10 Oregonia, OH
Info 614/891-2425

AMA Suzuki Dual Sport Trail Ride Series

10/9-10 Angels Camp, CA
10/23-24 Cottonwood, AZ
11/26-28 L.A. to Barstow to Las Vegas
Info 614/891-2425

AMA Southeastern Regional MX C'ship Mega Series

10/23-24 Blountville, TN
Info 615/323-5497

AMA/CCS C'ship Cup Series

10/9-10 Pomona, CA
10/9-10 NE Loudon, NH
10/9-10 SW Phoenix, AZ
10/21-24 Daytona Beach, FL
12/12 SF W. Palm Beach, FL
Info 704/684-4297

AMA Dirt Shirts Fall Classic MX Series

10/9-10 Mt. Morris, PA
10/15-17 Sutherland, VA
10/23-24 Blountville, TN
10/30-31 Gainesville, FL
Info 813/822-8929

AMA Florida State MX C'ship Gold Cup Series

10/10 Reddick, FL
10/17 Ocala, FL
10/24 Dade City, FL
10/30-31 Gainesville, FL
Info 813/894-0439

AMA Mid-South C'ship Winter Hare Scrambles Series

10/31 Battleground, AL
11/7 Manington, KY
11/21 Hurricane Mills, TN
12/5 Lynnville, IN
1/9/94 Bremen, GA
1/23 Tupelo, MS
2/6 Centerville, TN
2/20 Hohenwald, TN
3/6 Greenville, KY
4/17 Fordsville, KY
Info 615/331-1475

WEA Pro Road Race Series

10/28-31 Braselton, GA
Info 916/582-0451

WEA Nat'l C'ship Series

Mid-Atlantic Region
10/9-10 Summit Point, WV

Southeast Region
10/15-17 Faulkville, GA

Mid-Central Region
10/16-17 Hallett, OK

North Central Region
10/9-10 Mt. Meriden, IN

South Central Region
10/16-17 Henderson, TX

WEA Grand Nat'l Final

10/27-31 Braselton, GA
Info 803/681-9372

WEA Nat'l Endurance Series

10/16 Faulkville, GA
10/30 Braselton, GA

WEA Nat'l Vintage Series

10/9 Summit Point, WV
10/9-10 Mt. Meriden, IN
10/28 Final Braselton, GA

AHRMA Historic Cup Series

10/9-10 Talladega, AL
Info 715/842-9699

AHRMA/Vintage Iron Nat'l MX Series

10/16-17 Hollister, CA
Info 715/842-9699

AHRMA Sound of Singles/Battle of Twins Series

10/9-10 Talladega, AL
Info 715/842-9699

AHRMA Southeastern MX Series

11/3 Holiday Downs, GA
Info 715/842-9699

AHRMA Midwest MX Series

10/9 Aztalan, WI
Info 414/684-4331

AHRMA West Regional Series

10/17 Hollister, CA
11/7 Tulare, CA
Info 805/832-1955

AHRMA NorCal MX Series

10/17 Hollister, CA
Info 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series

10/9-10 Dallas, TX
Info 715/842-9699

AHRMA/British Bike Magazine Trials Series

10/10 White City, IL
10/23 Newnan, GA
Info 715/842-9699

AHRMA Mid-Atlantic Vintage Trials Series

10/10 Toughkenamon, PA
Info 410/775-7209

AHRMA Mid-America Vintage Trials Series

10/10 White City, IL
Info 715/842-9699

Yamaha North American Seniors MX C'ship

10/9 Lake Mills, WI

ECEA C'ship Enduro Series

10/17 New Lisbon, NJ
10/31 Bear, DE
11/14 Warren Grove, NJ
Info 609/657-6338

ECEA Dual Sport Series

10/10 Indian Mills, NJ
Info 908/657-6338

NETRA C'ship Enduro Series

10/24 Chester, CT
11/7 Stafford, CT
11/21 W. Warren, MA

NETRA C'ship Hare Scrambles Series

10/10 Fishouse, NY
10/16-17 Bourne, MA
Info 203/875-5757

NETRA Observed Trials Series

Info 508/429-7675

NETRA C'ship Turkey Run Series

10/9-10 Plympton, MA
10/17 Winchendon, MA
10/31 Central Village, CT
11/7 Berlin, MA
11/28 Plympton, MA
12/12 Plympton, MA
Info 203/875-5757

NETRA Jr. Enduro Series

10/16 Bourne, MA
Info 203/875-5757

NESC C'ship Motocross Series

10/10 Middleboro, MA
10/17 Southwick, MA
10/24 Middleboro, MA
10/31 Middleboro, MA
Info 413/772-0685

MO Hare Scrambles C'ship Series

10/17 Jefferson City, MO
10/24 (Nat'l) Flat River, MO
Info 314/392-2475

IDBA Nat'l C'ship Drag Race Series

10/22-24 Memphis, TN
Info 205/849-7886

AMRA All Harley Drag Series

Info 708/250-0838

NMRA Drag Racing Series

11/20 Palmdale, CA
Info 805/944-5454

ProStar Drag Racing Series

10/15-17 Huntsville, AL
11/12-14 Gainesville, FL
Info 609/768-4624

SERA Enduro Series

11/7 Maplesville, AL

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For more race info call Mike Lightfoot;

(408) 722-8133 8am - 5pm weekdays

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For Trials Info contact Mike Fenner (916) 967-0262

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Schedule

Members

October 24 Carlsbad

Non
Members

November 21 Glen Helen

Info (714) 957-2985

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SERA Hare Scramble Series

10/17 Tupelo, MS
TBA Coushatta, LA
TBA Jonesboro, LA

FTR C'ship Enduro Series

10/24 Tallahassee, FL
11/13/94 Charleston, SC
3/13 Ocala, FL
5/1 Olustee, FL
5/29 Richloam, FL
6/12 Daytona, FL
Info 407/264-0559

FTR C'ship Hare Scrambles Series

10/16-17 Bradenton, FL
11/13-14 Ocala, FL
12/4-5 Lake Wales, FL
1/8-9/94 Ocala, FL
1/29-30 Bradenton, FL
2/5-6 Ft. Myers, FL
3/5-6 TBA, FL
3/19-20 Orlando, FL
4/9-10 Ocala, FL
5/14-15 Titusville, FL
Info 407/264-0559

SETRA C'ship Enduro Series

10/10 Cochran, GA
10/24 Tallahassee, FL
11/7 Maplesville, AL
1/16/94 Charleston, SC
1/30 Wedgefield, SC
3/6 Pelion, SC
3/13 Palatka, FL
3/27 Lenoir, NC
5/1 Olustee, FL
5/22 Maxeys, GA
5/29 Richloam, FL
Info 205/872-4286

SETRA C'ship Hare Scramble Series

10/17 Cochran, GA
11/14 Bulls Gap, TN
12/5 Dallas, GA
12/12 Cochran, GA
1/9/94 Maxeys, GA
2/6 Willington, SC
2/20 Holly Hill, SC
4/3 Piney Woods, GA
4/17 Dallas, GA
4/30 Charlotte, NC
5/15 Maxeys, GA
Info 706/468-1328

LISC Motocross Series

10/9 Bridgehampton, NY
10/23 Bridgehampton, NY
11/6 Bridgehampton, NY
11/20 Bridgehampton, NY
Info 516/728-7727

NY State C'ship Hare Scrambles Series

10/10 Maple View, NY
10/24 Gowanda, NY
Info 315/895-7654

WNYSC Motocross Series

10/10 Silver Springs, NY
10/17 Auburn, NY
10/24 Batavia, NY

CRA Vintage MX Series

10/17 Amherst, OH
Info 216/636-5505

CRA Fall MX Series

10/17 Amherst, OH
10/24 Malvern, OH
Info 216/636-5505

Virginia C'ship Hare Scrambles Series

10/17 Newport News, VA
11/7 Surry, VA
Info 804/255-4620

Sabine Enduro Circuit

10/17 Oklahoma City, OK
11/7 Muenster, TX
Info 903/845-3553

Black-Jack Enduro Circuit

10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 318/342-4436

RMEC C'ship Enduro Circuit

10/17 Oklahoma City, OK
10/31 Tulsa, OK
Info 307/742-4136

OMRRA Road Race Series

10/17 Portland, OR
Info 503/221-1487

CMA Canadian Nat'l C'ship Enduro Series

10/24 Primrose, Ont., CAN
Info 416/522-5705

IERA Hare Scrambles Series

10/10 Hills, IA
Info 515/795-3440

IERA Enduro Series

10/24 Reinbeck, IA
Info 515/795-3440

Grans Prix de Baja Series

10/16 Rio Colorado/Puerto Penasco
Sonora, MEX
11/20 San Felipe Gran Prix
San Felipe, B.C., MEX
Info 818/340-5750

LaPlaya MX GP Series

12/5 Rosarito, B.C., MEX
Info (001-52-661) 22525

ADRA Int'l Desert Racing Series

11/6-7 TBA, AZ
12/4 Sonoyta, MEX
Info 602/252-1900

MTEG Off Road Race Series

10/9 Denver, CO
11/6 San Francisco, CA
Info 714/938-4100

CMRA Road Race Series

10/16-17 Henderson, TX
Info 713/342-9032

Texas Cross Country Assn. Series

10/10 Decatur, TX
10/24 Euless, TX
Info 817/346-1132

Oklahoma Cross Country Assn. Series

10/10 Stillwater, OK
10/24 Braggs, OK
11/7 Oklahoma City, OK
Info 405/386-6088

ATA C'ship Observed Trials Series

10/31 Lucerne Valley, CA
11/28 Lucerne Valley, CA
Info 213/259-6631

Southeastern Trials Riders Assn. Series

10/23-24 Newman, GA
11/13-14 Belvedere, TN
Info 615/842-8288

AFM Road Race Series

9/25-26 Sonoma, CA
10/10 Sonoma, CA
Info 510/537-8208

Nor Cal YSR C'ship Series

10/17 Sacramento, CA
11/17 Sacramento, CA
Info 916/722-5517

CMRRA YSR Road Race Series

10/10 Perris, CA
10/30-31 Rosamond, CA
11/6-7 Bakersfield, CA
11/14 Palomar, CA
12/11-12 Perris, CA
Info 714/891-0187
Info 619/246-7262

WMRRA Road Race Series

10/24 Seattle, WA
Info 206/972-4499

WRA Road Race Series

11/6-7 Bakersfield, CA
11/20-21 Las Vegas, NV
Info 209/723-9454

GFI Racing North Battle of the 90s Fall MX Series

10/10 Hollister, CA
10/17 Brentwood, CA
10/24 Hollister, CA
Info 209/673-8080

Northern NV Dealer MX Challenge Series

10/10 Fernley, NV
10/17 Carson City, NV
10/24 Fernley, NV
10/31 Carson City, NV
11/7 Carson City, NV
Info 702/267-4392

WSMC Road Race Series

10/16-17 Rosamond, CA

11/20-21 Rosamond, CA
12/18-19 Rosamond, CA
1/15-16/94 Rosamond, CA
2/19-20 Rosamond, CA
3/19-20 Rosamond, CA
4/16-17 Rosamond, CA
5/14-15 Rosamond, CA
6/18-19 Rosamond, CA
7/16-17 Rosamond, CA
8/20-21 Rosamond, CA
9/17-18 Rosamond, CA
10/15-16 Rosamond, CA
11/19-20 Rosamond, CA
12/17-18 Rosamond, CA
Info 805/256-1234

OCTOBER

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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

*Denotes Pro Payback

October 8

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Sacramento Raceway, Sacramento. Info 916/363-2653 or 363-2645.
DELAWARE MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
NORTH CAROLINA SHORT TRACK
Dixieland Speedway, Elizabeth City. Info 919/335-7412 or 804/489-2797.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

October 8-10

WEST VIRGINIA TRAIL RIDE
The Hatfield-McCoy Premier Trail Ride, Matewan. Info: 304/426-4239.

October 8-11

CALIFORNIA RALLY
BMW Owners Club of San Diego. Rancho Corrido Campground, Temecula-Mt. Polomar area, San Diego. Info 619/286-1971.

October 9

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ARKANSAS SHORT TRACK/TT
West Siloam Springs Speedway, Siloam Springs. Info 918/437-4657 or 501/524-9009.
CALIFORNIA SHORT TRACK
Dirt Sport Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA TT SCRAMBLE
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
COLORADO OFF ROAD
• MTEG Stadium Off Road Series. Mile High Stadium, Denver. Info 714/938-4100.
FLORIDA MOTOCROSS
Fall Series. ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info 813/443-5630 or 441-3139.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
IOWA SHORT TRACK
• Winter Dome Racing. Iowa State Fair Racing Dome, Des Moines. Info 515/265-6439.
KENTUCKY MOTOCROSS
• Edmonson County MX Raceway, Elizabethtown. Info 502/286-8334.
KENTUCKY MOTOCROSS
Pilot Hill MX, Irvine-Ravenna. Info 606/723-4303.
MICHIGAN MOTOCROSS
AMA/D-14. Baja Acres, Millington. Info 517/871-3356.
MISSOURI MOTOCROSS
Sprout Patch Competition, Billings. Info 417/744-2593.
NEW YORK SHORT TRACK
Delray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK MOTOCROSS
LISC Series. Bridgehampton Motorsports Park, Bridgehampton. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
NORTH CAROLINA MOTOCROSS
• Hot Summer Nights Series. Silver Creek MX, Morganton. Info 704/584-0776.

STARWEST SUPERCROSS PARK PRESENTS THE 2ND ANNUAL TWIN FAIR SHOOT OUT



SATURDAY NIGHT
OCT. 9 1993

SATURDAY NIGHT
OCT. 16, 1993

FREE FAIR ACTIVITIES INCLUDED WITH
ADMISSION TO THE EVENT
GATE FEE FOR TWIN FAIR SHOOTOUT
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4 MILES NORTH OF PERRIS
IN MORENO VLY., CA. ON RAMONA EXHWY.
3 MILES EAST OF I-215

COME ON OUT FOR MX RACING AND THE FAIR

PRACTICE 4:30 PM
ENTRIES CLOSE 5:30 PM
RACING 6:00 PM
NO MEMB. OR LIC. REQ.

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125cc-250cc

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TROPHIES
30% ALL
AMATEUR
CLASSES

ENTRY FEES
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INFO. 714-855-2707

STADIUM OFF ROAD RACING

Ventura Raceway

Presents

Coors Light Stadium Off Road Racing

Due to Schedule Changes and Required Track Maintenance
Race Dates October 16 and November 13 & 20
ARE CANCELLED

All Points Championships will be declared OFFICIAL as of the race on Sept. 18

Motocross/Class 10, 1-2-1600, Baja Bugs, Super Odysseys, Quad Racers

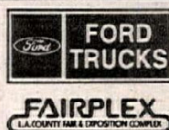
80cc-500cc Bikes Beginners, Novice,
Intermediate, Pros (100% pro pay back)

Pit gate opens at 2 p.m.
Racing starts at 6 p.m.

For more information call (805) 656-1122



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* Poovey
* Parker
* Morehead
* Farris

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SAT. OCT. 9TH 7:30 P.M.

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GLEN HELEN

Sat., Oct. 9	Open Practice
Sun., Oct. 10	CRC GP & Open MX Prac. 6:30 a.m.
Sat., Oct. 16	Sand Drags 6:30 a.m.
Sun., Oct. 24	GHR C'Ship MX Series #2
Sun., Oct. 31	Glen Helen Off-Road Car Race
Sat./Sun. 16&17	No MX Practice

Track Watered and Prepped
Thurs. Open MX Practice Two Tracks
8 a.m. to Dusk
GP Track Re-Prepped From 1pm-2pm
Sat. Open MX Practice Two Tracks
GP Track - 8:00 a.m. to 12:00 p.m.
MX Track - 8:00 a.m. to 5:00 p.m.
Sun. Open MX Practice
8:00 a.m. to 5:00 p.m. on MX Track
Except Sand Drag or MTEG Weekends
INFO: (909) 880-1733

CRC California Race Schedule

100% PRO PAYBACKS/200% PRO PAYBACK FRIDAYS		
Fri., Oct. 8	Night MX	L.A.C.R.
Sun., Oct. 10	Gremlin G.P.	Glen Helen
Fri., Oct. 15	Night MX	L.A.C.R.
Sun., Oct. 17	MX	L.A.C.R.
Fri., Oct. 22	Night MX	L.A.C.R.
Sun., Oct. 24	MX L.A.C.R. (Sponsorship Series Start)	L.A.C.R.
Fri., Oct. 29	FINAL Night MX	L.A.C.R.
3 Tracks, Pee Wee - 60 & 80 - Motorcycles 9 a.m. - 2 p.m. Every Sat. - LA County Raceway CRC Info (805) 272-8889		

LACR Los Angeles County Raceway
Palmdale, CA 93550
Info: (805) 272-8889
1993 Happenings At The Motocross Track
Wed., Oct. 6 Night Practice 4pm-9pm
Fri., Oct. 8 Night MX CRC (200% Pro Payback)
Sat., Oct. 9 Practice 9am-2pm
Wed., Oct. 13 Night Practice 4pm-9pm
Wed. Night Prac. 4 p.m.-9 p.m. • Sat. Prac. 9 a.m.-2 p.m.

Old Timers MX Association Race Schedule

Sun., Oct. 10	Glen Helen G.P. C.R.C.
Sun., Oct. 17	Sunrise
Sat., Sun. Oct. 23/24	OTHG Nat'l's at Perris

For Information Call (714) 633-9503

MOTOWEST RACING ENT. (408) 238-8208

Sun., Nov. 7	Rnd. 8 - Hi-Point	Metcalf Park
Sun., Nov. 21	Rnd. 9 - Hi-Point	Metcalf Park
Sun., Nov. 28	Rnd. 10 - S.R.V.A.	Hollister Hills
Sat., Dec. 5	Rnd. 11	Metcalf Park, San Jose

GFI - MOTOCROSS

SUBSCRIBE!

800-831-2220

GFI RACING (909) 371-3434

Sun., Oct. 10	1993 GFI Fall Series - Rnd. 1	Perris
Sun., Oct. 17	1993 GFI Fall Series - Rnd. 2	Perris
Sat., Oct. 23	OTMX/OTHG Nationals	Perris
Sun., Oct. 24	OTMX/OTHG Nationals	Perris

A RIDER FOR THE RIDERS

District #37 Referee Jesse Ellico (818) 303-1177

Or For Race Info Only (310) 376-1329

On all off-road events, green stickers &
spark arrestors are required. No three
wheel ATV's allowed - quad cycles okay.
A.M.A. full membership is required.
Presence of a parent or legal guardian
is required for minors to race.

Competition Schedule

Date	Club	Event
Oct. 10	Desert Foxes M.C.	Hare Scrambles
	Location: Slash X Cafe (Stoddard)	
	Info: Jim (818) 891-3845	
Oct. 17	Training Wheels M.C.	Enduro
	Location: Red Mountain	
	Info: Annie (714) 842-7990	
Oct. 24	100's M.C.	National Hare & Hound
	Location: Lucerne Valley	
	Info: Jeff (714) 778-3674	
Oct. 31	Simi Valley M.C.	Hare Scrambles
	Location: Red Mountain	
	Info: Larry (909) 987-9487	
Date	Club	Event
Oct. 17	Dual Dogs: "Cajon Mtn. 200"	Dual Sport
	Start: Ontario	
	Info: Damon (818) 701-1913	
Oct. 31	USA Dual Sport "Gorman Loop"	Dual Sport
	Start: Rowher Flats	
	Info: Jeff/Erin (818) 761-7170	

Dual Sport Schedule Info (818) 249-2141

Tell them you saw it in
CYCLE NEWS

STARWEST SUPERCROSS PARK

Lake Perris
Fairgrounds
Moreno Valley
California
Sat., Oct. 9- Twin Fair Shootout (No Lic. Req'd.)
Sat., Oct. 16- Twin Fair Shootout (No Lic. Req'd.)
Sat., Oct. 23- Starwest Night MX (No Lic. Req'd.)
Gates Open Sat. 3 p.m., Practice 4:30 p.m., Race at 6
Open Practice:
Every Tues. 9 a.m.-2 p.m., 4 p.m.-10 p.m.
Every Sat. 9 a.m. - 1 p.m.
New Pee Wee Track Available
Info Call: 714-855-2707

DOUBLE CROSS RACING		
Oct. 10	G.P.	Sunrise
Nov. 14	G.P.	Sunrise
Dec. 5	G.P.	Glen Helen
INFO: (714) 371-6333		

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National Motorsport Association

CALENDAR

OHIO SPEEDWAY/SHORT TRACK

Bear Creek Speedway, Canton. Info 216/837-5694.

OHIO MOTOCROSS

AMA/D-11/Action Sports Promotions.
Nelsonville. Info 614/594-6666.

SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.

TENNESSEE MOTOCROSS
Dallas Ricker Complex, Greeneville. Info 615/234-0772.

TENNESSEE MOTOCROSS
I-40 MX Park, Lenoir City. Info 615/573-5425 or 986-2627.

TENNESSEE ARENACROSS
3rd Annual TN State AX C'ship Series.
Paris/Henry Co. Fairgrounds, Paris. Info 901/642-0511.

TEXAS POKER RUN
The Texas Gypsy Tour/Poker
Run/Barbecue/Dance. Dallas. Info 214/216-5520.

WISCONSIN DRAGS
NHRA Jr Drag Racing League Series.
Great Lakes Dragway, Union Grove. Info 818/914-4761.

WISCONSIN MOTOCROSS
Yamaha North American Seniors MX
C'ship. Aztalan Raceway, Lake Mills. Info 414/786-4420.

October 9-10

ARIZONA MOTOCROSS
CMC AZ Copper State Classic.
Thrasherland Motorsports Raceway. Info: 602/863-1028.

CALIFORNIA DUAL SPORT
AMA/Suzuki Dual Sport Trail Ride
Series/D-36/Ridgerunners. M.C.
Angels Camp to Carson City, NV &
back. Info 408/438-5130.

CALIFORNIA TRIAL
AMA/PITS. Frank Raines OHV Park,
Patterson. Info 209/293-4768.

IDAHO MOTOCROSS
State C'ship. Boise. Info 208/524-5831.

ILLINOIS MOTOCROSS
AMA/D-15 & 17. Lincoln Trail
Motorsports Off Road Riding Park,
Casey. Info 217/932-2041.

INDIANA MOTOCROSS
Haspin Acres Rec. Motor Park, Laurel.
Info 317/698-2420 or 513/874-8400.

MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Bettencourt Tr.
Plymouth. Info 203/875-5757.

MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.

PENNSYLVANIA MOTOCROSS
AMA Dirt Shirts Fall Classic MX
Series. High Point Raceway, Mt.
Morris. Info 813/894-0439.

October 10

ALABAMA MOTOCROSS
Iron Man MX Park. Info 205/663-0963.

ARIZONA MOTOCROSS
• GFI Arizona Night MX C'ship.
Motosports. Info: 602/437-5411.

CALIFORNIA DOUBLECROSS
Doublecross Racing. Sunrise Valley
Raceway, Adelanto. Info 909/371-6333.

CALIFORNIA GRAND PRIX
• CRC. Gremlin GP. Glen Helen OHV
Park, San Bernardino. Info 805/272-8889.

CALIFORNIA MOTOCROSS
• GFI Racing North Fall Series.
Hollister Hills MX Park, Hollister. Info 408/238-8208 or 637-2073.

CALIFORNIA DESERT RACE
SDCSCI D-38 C'ship Series. 4th
Annual Smity's Cycle Center Mudhen
II/The Mud Duck. Plaster City West,
Imperial County, El Centro. Info 619/427-5759.

CALIFORNIA ROUGH SCRAMBLES
• AMA/D-36/Abnormal Promotions.
Northern Calif. Rough Scrambles
Series. Stockton Fairgrounds,
Stockton. Info 209/838-3200.

CALIFORNIA MINI RACE
CMRRA Series. Lake Perris Raceway,
Perris. Info 714/891-0187.

CALIFORNIA TRIAL
AMA/Starman Productions. Trick or
Treat Trial. Frank Raines Park,
Patterson. Info 415/851-0489.

CALIFORNIA MINI RACE
CMC Series. Barona Raceway,
Ramona. Info 619/561-9016.

CALIFORNIA CUSTOM
MOTORCYCLE SHOW
Harleys & Hot Rods Show/Cruise.
Traveland USA, East Irvine. Info 714/651-0945.

COLORADO MOTOCROSS
Yampa Valley Sportsmen Riders Club,
Craig. Info 308/824-7238.

FLORIDA MOTOCROSS
• AMA/11th Annual Florida Gold Cup
C'ship Series. MX of Marion County.
Reddick. Info 813/894-0439.

FLORIDA MOTOCROSS
Reeves Promotions. County Line
Raceway, Opa. Info 813/751-2116.

FLORIDA MOTOCROSS
Wausau MX, Wausau/Chipey. Info 904/638-1012.

GEORGIA MOTOCROSS
Dixie MC. Hillbilly Hills MX, Roberta.
Info Calhoun. Info 912/788-0413.

GEORGIA ENDURO
SETRA C'ship Series. Cochran Fun
Run Enduro, Cochran. Info 912/934-6386 or 934-7697.

IDAHO MOTOCROSS

• Fall Series. Huetter MX Park, Coeur
D'Alene. Info 208/667-7905 or 773-2956.

IOWA MOTOCROSS

• AMA/Stalene Trailriders Assn.
Lamoni MX Park, Lamoni. Info 515/784-6121.

IOWA HARE SCRAMBLES
IERA Series. Hills. Info 515/795-3440.

KANSAS MOTOCROSS
KMSA Series. Westmoreland. Info 913/842-8272.

KANSAS HARE SCRAMBLES
KMSA Series. Wichita. Info 913/842-8272.

KENTUCKY MOTOCROSS
KTMXA, W. KY Outdoor MX, Brad
Samples Racing. Lowes. Info 502/642-2345 or 502/674-5525.

MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.

MASSACHUSETTS HILLCLIMB
New England Hillclimbers Assn.
Abacrombie Field, Greenfield. Info 413/788-7406.

MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.

NEVADA MOTOCROSS
Northern NV Dealer Challenge III/NV
Oldtimers. Silver State MX, Carson
City. Info 702/267-4392.

NEW YORK HARE SCRAMBLES
NETRA C'ship Series. Catara II,
Fishouse. Info 203/875-5757.

NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee.
Diamondback MX, Modena. Info 518/828-6149.

NORTH CAROLINA MOTOCROSS
• Ponderosa MX Park, Inc., Marshall.
Info: 704/645-3097.

NORTH CAROLINA MOTOCROSS
MX NAME Fall Series. Montrose
Motocross, Raeford. Info: 919/875-3805.

NEW YORK DIRT TRACK
Square Deal Riders Season Finale
Short Track. SDR Raceway,
Harpursville. Info: 607/723-2288.

NEW YORK SPEEDWAY
Champion Speedway, Owego. Info:
607/625-2894 or 723-2387.

NEW YORK SHORT TRACK
AMA Square Deal Riders MC 1/4-mile
Short Track, Harpursville. Info:
607/723-3238 or 693-2634.

NEW YORK HARE SCRAMBLES
Moto Masters. Maple View. Info:
716/335-6456 or 315/895-7654.

NEW YORK MOTOCROSS
AMA Bridgestone Tire New York State
Championships. Broome-Tioga Sports
Center, Binghamton. Info: 607/648-4997 or 849-9615.

NEW YORK MOTOCROSS
WNYSO Points Race. Silver Springs
MX Park, Rock Glen. Info: 716/786-5596 or 786-2157.

OHIO MOTOCROSS
C.R.A. Ohio International Raceway,
Ravenna. Info: 216/369-5993.

OHIO HARE SCRAMBLE
Western Reserve MC Club, Salem.
Info: 216/337-8077.

OHIO MOTOCROSS
Sunset Ramblers MC of Gallion,
Gallion. Info: 419/ 562-6931, 683-3102
or 756-8601.

OKLAHOMA CROSS COUNTRY
Oklahoma Cross Country Racing
Association, Stillwater. Info: 405/386-6088 or 390-8812.

PENNSYLVANIA MOTOCROSS
MX Pennsylvania State Champion-
ship. Brownsville-Luzerne City Park,
Brownsville. Info: 804/594-1157.

PENNSYLVANIA MOTOCROSS
Sleepy Hollow Motocross.
Fredericksburg. Info: 717/273-1180 or 273-9212.

PENNSYLVANIA DIRT TRACK
Trailway Speedway, Hanover. Info:
717/359-4310.

SOUTH CAROLINA MOTOCROSS
District 29 Ultra Series. Sandhills,
Chesterfield. Info: 704/596-6577 or 732-8200.

TENNESSEE MOTOCROSS
AMA/Christiana Raceway, Christiana.
Info: 615/896-3245.

TEXAS CROSS COUNTRY
Texas Cross Country Racing
Association Series. Rocky Ridge,
Decatur. Info: 817/346-1132.

TEXAS HALF MILE
AMA Pro-Am National Championship
Half Mile, Dirt Track, and AHRMA
Vintage National plus AMA Rally.
Dallas. Info: 214/216-5520.

VIRGINIA MOTOCROSS
• AMA Pro Sport MX, Wytheville. Info:
703/228-3118 or 615/323-5497.

WASHINGTON MOTOCROSS
Motocross Northwest. Washougal
Motocross Track, Washougal. Info:
503/673-1671.

WISCONSIN MOTOCROSS
AMA sanctioned. Aztalan Cycle Club
Youth Regional. Aztalan Clubground,
Lake Mills. Info: 414/786-4420 or 608/754-1874.

October 15-16

TEXAS ARENACROSS
AMA/Texas Arenacross C'ship. Ector
County Coliseum, Odessa. Info:
817/668-6744.

October 15-17

ALABAMA DRAG RACE
Prostar Dixie Nationals. Huntsville
Dragway, Huntsville. Info: 609/768-4624.

October 15

CALIFORNIA MOTOCROSS
CRC Night MX. LA County Raceway,
Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS
Fall Championship #7. Sacramento
Raceway, Sacramento. Info: 916/363-2653 or 363-2645.

DELAWARE MOTOCROSS
Delaware Motor Sport, Inc. Seaford
Speedway, Seaford. Info: 302/335-4386.

NORTH CAROLINA SHORT TRACK
Dixie Land Speedway/Red, Elizabeth
City. Info: 919/335-7412 or 804/489-2797.

TEXAS MOTOCROSS
Terry D. Cordray, Mosier Valley
Motocross Park, Euless. Info:
817/540-0815.

October 16

ALABAMA MOTOCROSS
County Line Raceway, Vance.
Info: 205/477-6848.

ARKANSAS SHORT TRACK/TT
• West Siloam Spring Raceway,
Siloam Spring. Info: 918/437-4657 or 501/524-9009.

ARIZONA MOTOCROSS
• GFI Arizona Night MX C'ship.
Mountain View Raceway, Tucson.
Info: 602/437-5767.

CALIFORNIA TT SCRAMBLES
• AMA/D-36 Lodi Cycle Bowl, Lodi.
Info: 209/544-1027 or 368-7182.

CALIFORNIA TRIALS
Starman Productions Traditional
Observed Trials. AHRMA Nat'l Points
Event. Hollister OHV park. Info:
916/967-0262.

CALIFORNIA SAND DRAGS
USA. Glen Helen OHV Park, San
Bernardino. Info: 909/880-1733.

CALIFORNIA MOTOCROSS
Racing Enterprises. Carlsbad Race-
way, Carlsbad. Info: 619/484-1441.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info:
813/986-4950.

FLORIDA SHORT TRACK
Orange County Raceway, Bithlo. Info:
813/443-5630 or 441-3139.

FLORIDA FLAT TRACK
Bay County Speedway, Youngstown.
Info: 904/784-4787.

FLORIDA MOTOCROSS
Prosports USA. Orlando Potocross
Park, Orlando. Info: 407/568-2271.

GEORGIA MOTOCROSS
Thunder Creek, High Falls. Info:
912/994-6630.

IOWA FLAT TRACK
Iowa State Fair Racing Dome, Des
Moines. Info: 515/265-6439.

KENTUCKY MOTOCROSS
• Edmonson County Raceway,
Elizabethtown. Info: 502/286-8334.

MASSACHUSETTS ENDURO
NETRA C'ship Jr Enduro Series,
Bourne. Info: 203/875-5757.

NORTH CAROLINA SHORT TRACK
• State Championship. Coleridge
Speedway, Asheboro. Info: 919/629-2415.

NORTH CAROLINA MOTOCROSS
• Fall Series. Wilkes County
Motocross Park, Lenoir. Info: 704/758-4342 or 919/921-2322.

NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend.
Info: 919/699-3629.

OHIO SPEEDWAY/ST
Bear Creek Speedway, Canton. Info:
216/837-5694.

Brighton. Info: 313/229-9719 (227-3222 on race day).
VIRGINIA MOTOCROSS
 AMA/Dirt Shirts Fall Classic MX Series, Birch Creek Motorsports & Rec. Complex, Sutherland. Info: 813/894-0439.
TEXAS TRIALS
 AMA Nat'l Observed Trials C'ship/North American Trials Council. Red River Motorcycle Park, Muenster. Info: 214/723-1465.
WASHINGTON MOTOCROSS
 C.M.C., Fas-Trac Racing, Olympic Peninsula MC Club, O.P.M.C. Washington State C'ship Motocross, Port Angeles. Info: 206/457-0275.

October 17

ARIZONA MOTOCROSS
 GFI Arizona Raceway Park, Whittier. Info: 602/437-5411.
ARIZONA GRAND PRIX
 Whiplash Motorsports, Thunder Valley Raceway, Mayer. Info: 602/971-3730.
CALIFORNIA ROAD RACE
 Prairie City/ Capitol Yamaha/NOR Cal YSR Championship Series, Rattlesnake Raceway, Prairie City OHV Park, Sacramento. Info: 916/722-5517.
CALIFORNIA MINI ROAD RACE
 AMRRA, Streets of Willow Springs, Rosamond. Info: 310/516/8666.
CALIFORNIA MOTOCROSS
 GFI Racing North Battle of the 90s Fall MX Series, Sandhill Ranch, Brentwood. Info: 209/673-8080.
CALIFORNIA ROUGH SCRAMBLES
 • AMA/ D-36 Abnormal Productions Northern California C'ship Rough Scrambles Series Round 9/ 3rd Annual Walt Masterson Memorial. Stockton Fairgrounds, Stockton. Info: 209/838-3200.
CALIFORNIA DIRT TRACK
 WSDRA 3/8-mile DT, Willow Springs Raceway, Rosamond. Info: 818/360-6258.
CALIFORNIA MOTOCROSS
 AHRMA-West Regional MX Series, Hollister Hills, Hollister. Info: 805/832-1955.
CALIFORNIA MOTOCROSS
 CRC MX, L.A. County Raceway, Palmdale. Info: 805/272-8889.
FLORIDA MOTOCROSS
 World Sports 11th Annual FL Gold Cup C'ship, FL Motorsports Complex, Ocala. Info: 813/894-0439.
FLORIDA MOTOCROSS
 ProSports USA Octoberfest MX, Orlando MX Park, Orlando. Info: 407/568-2271.
GEORGIA MOTOCROSS
 Dixie Motorcycle Club/GA State C'ship

Series. Echeconnee, Macon. Info: 912/788-8227, 956-5420 or 788-0413.
GEORGIA HARE SCRAMBLES
 SETRA, Peanut Hare Scrambles, Cochran. Info: 706/468-1328.
ILLINOIS SWAP MEET
 J&P Productions 12th Annual Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.
INDIANA TEAM RACE
 Stoney Lonesome MC, Columbus. Info: 812/379-2312.
INDIANA MOTOCROSS
 AMA/D-15 Hoosier Hilltoppers MC, Uniontown. Info: 812/522-1522.
KANSAS HARE SCRAMBLES/MX
 KORR Green Acres Fall C'ship, Green Acres, Marion. Info: 316/636-5113.
KENTUCKY MOTOCROSS
 Fun Day, Daniel Boone MX Park, London. Info: 606/877-1364.
KENTUCKY HARE SCRAMBLE
 Buddy Ride, Eagle Creek MC Park, Owenton. Info: 606/472-3442.
MARYLAND MOTOCROSS
 AMA/Anteitam MC, Hagerstown, No Youth. Info: 301/797-8686 or 797-1607.
MASSACHUSETTS HILLCLIMB
 NEHC Association, Monson. Info: 413/788-7406.
MASSACHUSETTS TURKEY RUN
 NETRA Tri State, Winchendon. Info: 203/875-5757.
MASSACHUSETTS MOTOCROSS
 NESO, Southwick. Info: 413/772-0685.
MISSISSIPPI HARESCRAMBLE
 SERA Central MS Enduro Team, Tupelo. Info: 205/979-4542.
MISSOURI HARE SCRAMBLE
 • MO C'ship Series, Jefferson City. Info: 314/327-4042 or 828-4468.
NEBRASKA MOTOCROSS
 Cornhusker MX Circuit, Phillipsburg. Info: 308/928-2503.
NEVADA MOTOCROSS
 • Northern NV Dealer Challenge III/NV Oldtimers, Silver State MX, Carson City. Info: 702/267-4392.
NEW JERSEY ENDURO
 ECEA Series, New Lisbon. Info: 609/657-6338.
NEW MEXICO MOTOCROSS
 CMC/MPM MX, Aztec MX Park, Aztec. Info: 505/334-9719.
NEW YORK MOTOCROSS
 Frozen Ocean MX Park, Auburn. Info: 315/784-5466.
NEW YORK SHORT TRACK
 • AMA/Electric City Riders, Schenectady. Info: 518/374-7979.
NEW YORK MOTOCROSS
 • AMA D-36/ MSC Ace MX, Modena. Info: 518/828-6149.
NEW YORK SPEEDWAY
 Champion Speedway, Owego. Info: 607/625-2894 or 723-2387.

NORTH CAROLINA MOTOCROSS
 NAME Fall Series, Rolling Hills Cycle Park, Reidsville. Info: 919/342-4492.
NORTH CAROLINA MOTOCROSS
 AMA/D-29 Ultra Series, Dublin. Info: 704/596-6577 or 732-8200.
OHIO DIRT DRAGS
 • Season C'ship, Morristown Raceway, Morristown. Info: 614/782-1015.
OHIO MOTOCROSS
 AMA/D-11 Dirt Country Raceway, Blanchester. Info: 513/791-8970.
OHIO MOTOCROSS
 CRA Amherst Meadowlarks MC Club, Amherst. Info: 216/988-9100.
OHIO HARE SCRAMBLE
 CRA Broken Spokes, New Philadelphia. Info: 216/339-9265.
OHIO MOTOCROSS
 AMA/D-11 Dynamic Promotions at Hidden Hills Raceway, Athens. Info: 614/593-6704.
OHIO HARE SCRAMBLE
 Glass C. Info: 419/666-8413.
OKLAHOMA ENDURO
 Sabine Circuit/Rocky Mountain Enduro Circuit/Black-Jack Enduro Circuit Cross Timbers Enduro, Oklahoma City. Info: 903/845-3553, 307/742-4136 or 316/342-4436-days.
OREGON ROAD RACE
 OMRRA, Portland Int'l Raceway, Portland. Info: 503/221-1487.
OREGON SUPERCROSS
 • CMC, OR State C'ship Round 2, Albany Supercross, Albany. Info: 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
 AMA/D-6 Pagoda MC Club, Birdsboro. Info: 215/582-3717.
PENNSYLVANIA HARE SCRAMBLE
 AMA/D-6 Flying Dutchmen MC Club, Pine Grove. Info: 717/345-6340, 8734 or 8918.
PENNSYLVANIA MOTOCROSS
 AMA/D-6 Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.
TENNESSEE MOTOCROSS
 • AMA, Hidden Acres, Kingsport. Info: 615/245-4919 or 323-5497.
TENNESSEE MOTOCROSS
 • AMA, Fall Series Christiana Raceway, Christiana. Info: 615/896-3245.
VIRGINIA HARE SCRAMBLE
 Tucker Rocky, VA C'ship Series Peninsula 100 Classic, Newport News. Info: 804/255-4620.
WEST VIRGINIA CROSS COUNTRY
 AMA/Wiseco/Yamaha/Dunlop Nat'l Series, Starvation Point, Elizabeth. Info: 614/891-2425.

CYCLE NEWS Readers and SUPERCROSS Fans!

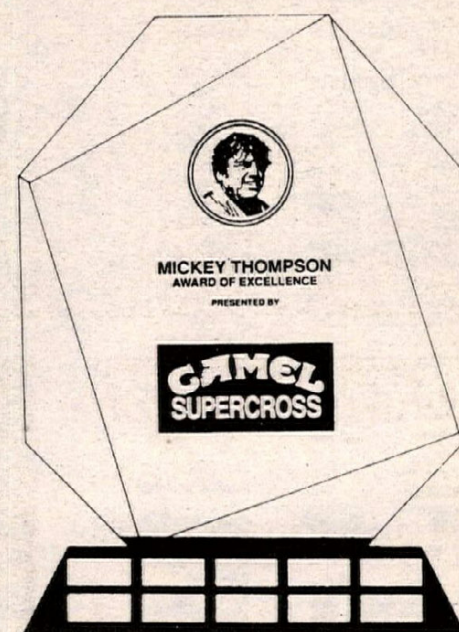
Cast your
VOTE
for the annual

MICKEY THOMPSON Award of Excellence

Presented by



CYCLE NEWS



Once again, the fans of Camel Supercross racing will select the winner of the prestigious 1993 Mickey Thompson Award of Excellence to be announced at the annual AMA Awards Banquet on November 20, and presented at the Anaheim Supercross on January 22.

This annual award recognizes the Supercross racer who most embodies the qualities of drive, fan appeal, true grit, determination, professionalism, enthusiasm and on and off-track contributions for the positive growth of the sport...qualities preserved in the memory of the late Mickey Thompson.

Only riders who competed in the 1993 Camel 250cc Supercross Series are eligible for the award provided annually by R.J. Reynolds Tobacco Co. The permanent Mickey Thompson Award of Excellence trophy is on display at the headquarters of Mickey Thompson Entertainment Group.

Previous winners of the award include...

Jeff Stanton-1989

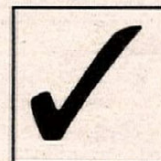
J.M. Bayle-1991

Johnny O'Mara-1990

Guy Cooper-1992

CAST YOUR VOTE IN 1993!

MICKEY THOMPSON
Award of Excellence



VOTING
BALLOT

I vote for (rider name) _____
to win the Mickey Thompson Award of Excellence.

My Name _____

Address _____

City _____ State _____ Zip _____

Clip and Send Ballot (Deadline is November 1, 1993) to:
Cycle News, Mickey Thompson Award of Excellence
P.O. Box 498, Long Beach, CA 90806

One vote per person, you must be 21 years of age or older to vote.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

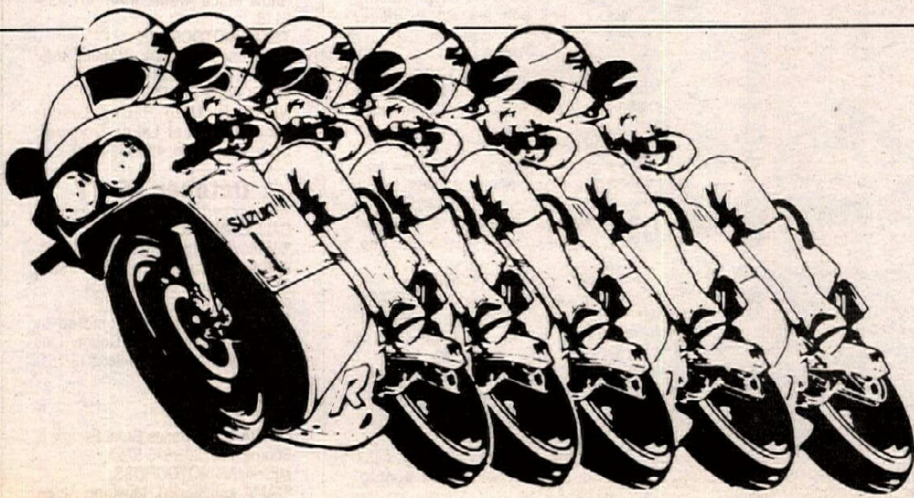
Event sanction/promoter/sponsoring club: _____

Location of event: _____

City/Town: _____ State: _____

Phone Number (with area code): () _____

Your name: _____



RESULTS

Short Track

Electric City Riders

Schenectady, NY

Sept. 19

By Larry Dagostino

MINI 50 B	
Dustin Cardon	Yam
James Liles	Yam
Brian Hazel	Yam
Mike Cook	Yam
Eric Kvinaug	Yam
MINI 50 A	
Tom Newell	Yam
Michael Alexander	Yam
Lowell Carson	Yam
Cole Vergalito	Itj
William Warford III	Yam
MINI 60	
Cam Rafferty	Kaw
Andy Thompson	Yam
Thomas Keeley	Yam
Adam Laviolette	Kaw
Mary Newell	Kaw
80 AM	
Mike Nashewski	Yam
Matt Keeley	Yam
Aaron Creamer	Yam
Jeremy Thompson	Suz
Harley Hadaway	Kaw
125 AM	
Shawn Mobley	Hon
Jeremy Thompson	Hon
James Conklin	Hon
James McGivern	Yam
Matthew Keeley	Yam
250 AM	
Marco Morello	Kaw
Garth Bastian	Hon
Shawn Mobley	Hon
Mike Gurda	Kaw
Stan Nittskie	Hon
OPEN AM	
Garth Bastian	Rtx
John Healy	Rtx
Shawn Mobley	Hon
Joe Demento	Hon
Stan Nittskie	Hon
VINT	
Glenn Neals	Bul
Ricky Soles	Oss
Bill Anderson	Tri
Jeff Kvinaug	Yam
Eric Kvinaug	Tri
SR B	
John Healy	Rtx
Frank Carpinello	Yam
Jeff West	Rtx
Tom Robert	Hon
James Miller	Hon
SR A	
David Wass	Hon
Bill Newell	Yam
John Hilderbrand	W-R
Jeff Kvinaug	Yam
Joe Gould	Hon
S/SR	
Norman LaViolette	Hon
Michael Ingalsbe	Yam
Thomas Blackie	Hon
Richard Edwards	Suz
John LaViolette	Kaw
250 EX	
Roger Durkee	Hon
Keith Jacobsen	Kaw
125 TT	
James Gould	Kaw
Scott Vandecan	Hon
Vince Crowley	Yam
Paul Dodge Jr.	Kaw
Robert Donovan	Suz
OPEN EX	
Roger Durkee	Rtx
Bill Newkirk	Hon
Duane Veeder	W-R
Kenny Dahlin	Rtx
Chris Hart	Hon
SPTMN	
Jay Skidmore	W-R
Morgan Coolbeth	Rtx
William Newell	Tri
Christopher Hart	Hon
Shawn Clark	Rtx
750	
Bill Newell	Yam
Bill Anderson	Tri
James Miller	ND
Eric Kvinaug	Tri
Ricky Soles	Yam
OPEN M.C./TT	
Mario Daripino	Kaw
Dan Swatling	Hon
Bryon Seyfried	Yam
Lowell Carson	Hon
Mike Gordon	Yam

Motocross

Christiana Raceway

Christiana, TN

Sept. 12

By Bart Wilber

P/W	
Jason Wright	
Zachary Schaffer	
Chance Lewis	
Daniel Starling	
Jeremy Farrer	
P/W 60	
B.J. Carlisle	
Deric Cassey	
Race Neeley	
65	
Kevin Stone	
Mike Barker	
Tyler Burnette	
Chris Holloway	
Kelly Carter	
85 JR MINI	
Johathan Monk	

Nick Buckholtz	
Cory Denton	
Will Hows	
Stephen Appelgate	
85 SR MINI	
Kevin Roddy	
Derek Smith	
R.C. Pond	
Billy Wright	
Danny Willard	
OPEN MINI	
Jon Monk	
Nicholas Buckholtz	
R.C. Pond	
Danny Willard	
Will Hows	
SCLBY	
Kevin Murphy	
Mitch Tisserand	
Jason Rickard	
Brian Thornburg	
Matt Downey	
125 A	
Barry Tapp	
Bryan Gillian	
Michael Hill	
125 B	
Tad Working	
Brandon McMahon	
125 C	
Chris Bell	
Mitch Tisserand	
Bryan McDonald	
125 D	
Frank Savely	
Robbie Watts	
Joel Bruant	
Perry Ferraro	
Jeff Owens	
250 A	
Bryan Gilliam	
Barry Tapp	
250 B	
Lindsey McGregor	
Mike Pace	
Ranson Jones	
Danny Lain	
Ruel Jones	
Jason Leathers	
Stephen Smith	
Gary Farless	
250 D	
Jason Jennings	
Michael Hill	
UNLTD AM	
Danny Lain	
Bryan McDonald	
Bill Hester	
D.C. Knox	
Edward Logging	
25+	
Mike Taylor	
Tad Working	
Joe Stinson	
Joe Gould	
Michael Taylor	
Bill Hester	
Barry Brazier	
Lindsey McGregor	
Ranson Jones	
40+	
Terrell Wilborn	
NON-CRRNT	
Stephen Garner	
Joe Stinson	
David Suess	
ENDRO	
Kevin Wright	
Kelly Working	

Drag Race

Indiana All Harley

Drag Nat'l

U.S. 41 Int'l

Drgwaay

Morocco, IN

Sept. 18-19

T/F	
Steven Stordeur	
Mike Romine	
P/F	
Doc Savage	
Doc Hopkins	
T/G	
Bob Taft	
Gary Stroud	
P/S	
Rob Korn	
Dave Feazell	
M/FL	
Steve Honaker	
Larry Leveque	
SM/FL	
Jeff Flora	
Roger Gilmire	
M/XL	
Jan Downing	
Gary Milligan	
SM/XL	
Tony Rodriguez	
Sharon Garrison	
D	
Carleton Rutt	
Steve Gaskill	
H/S	
Danny Arnold	
Rn Knott	
T	
Peg Leg Parker	
Garde Misegades	
SS/FL	
Jerry Lee Cloyd	
Louis Farmer	
S/A	
Bruce Lyons	
Bruce Fase	
S/B	

Short Track

OMC Raceway

Boise, ID

Sept. 24

By Randy Collins

P/W	
Tyson Kennedy	Yam
Neal Hoskovec	Yam
Nicholas Corson	Yam
P/W MINI	
Daniel Rockrohr	Yam
Neal Hoskovec	Yam
Jimmy Fulton	Yam
MICRO	
Daniel Rockrohr	Hon
Aaron Stone	Kaw
Randy Warren	Hon
MINI	
Cody Stone	Hon
Steve Rundell	Kaw
Marcus Jenkins	Yam
250 SPTSMN	
Jake Gross	Kaw
Steve Arndt	Hon
Robert Walker	Kaw
OPEN SPTSMN	
Rob Corson	Hon
Mitch Ward	Hon
Todd Gillespie	Hon
OPEN PRO	
Ricky Henson	Hon
Guy Miller	Hon
Rod Reynolds	Hon
KNOBBER BEG	
Kelly Squires	Hon
Rick Long	Hon
Kirby Van Leuven	HON
KNOBBER EX	
Guy Miller	Hon
Herb Natchigall	Yam
Tip Thomas	Hon

Short Track

OMC Raceway

Boise, ID

By Debbie Collins

P/W	
Nicholas Corson	Yam
Neal Hosovec	Yam
Tyson Kennedy	Yam
P/W MINI	
Daniel Rockrohr	Yam
Neal Hoskovec	Yam
Doug Sanders	Yam
MICRO	
Aaron Stone	Kaw
Daniel Rockrohr	Hon
Terry Moore	Hon
MINI	
Shawn Stewart	Suz
Cody Stone	Hon
Marcus Jenkins	Yam
250 SPTSMN	
John Everts	Hon
Joel Siefert	Hon
Wilson Breener	Kaw
OPEN SPTSMN	
Steve Arndt	Hon
Mitch Ward	Hon
Todd Gillespie	Hon
OPEN PRO	
Jeff Russell	Rtx
Rod Reynolds	Hon
Guy Miller	Kaw
KNOBBER BEG	
Cody Stone	Kaw
Michael Bagin	Kaw
Charlie Herbert	Hon
KNOBBER EX	
Richie Reynolds	Suz
Guy Miller	Hon
Tip Thomas	Hon

Road Race

Nor-Cal YSR Mini

RR C'ship

Prairie City SVRA

Sprint Track

Sacramento, CA

Sept. 19

By Ken Callahan

STK	
Dave Tinga	Yam
Alan McKenna	Yam
Jeff Douglas	Yam
Bob Vizcarra	Yam
Curtis Roberts	Yam
S/SPT	
Logan Wilke	Yam
Alan McKenna	Yam
Brian Brown	Yam
Dave Tinga	Yam
Steve Gort	Yam
S/BK	
Bob Vizcarra	Yam
Jeff Greene	Yam
Logan Wilke	Yam
Jerry Douglas	Yam
Dave Tinga	Yam
80 GP	
Mark Woodward	Hon
Alan McKenna	Hon
Jerry Douglas	Yam
Jeff Witmer	Hon
Pat Hush	Yam
BIG WHL	
Alan McKenna	Hon

Jeff Witmer	Hon
Mark Cozzens	Hon
Tom Adorno	Hon
Jeff Sheppard	Kaw
NOV STK	
John Tran	Yam
James Guenera	Yam
Marc Callonea	Yam
Mark Hart	Yam
Flork Pasual	Yam
NOV S/SPRT	
Matt Dawson	Yam
Jerry Johnson	Yam
Marc Chadwick	Yam
Eric Graham	Yam
Chuck Cruz	Yam
NOV S/SPRT	
Matt Dawson	Yam
Jerry Johnson	Yam
Marc Chadwick	Yam
Eric Graham	Yam
Chuck Cruz	Yam
WMN	
Nikki Harris	Yam
Susan Clark	Yam
Aaron Stone	Yam
Sena Wilke	Yam
Shannon Rush	Yam
VET	
Jeff Witmer	Hon
Mark Cozzens	Hon
Susan Clark	Yam
Ken Callahan	Yam
Craig Carbery	Yam
H/W	
Steve Mandeville	Yam
Eric Graham	Yam

Motocross

Mosier Valley MX

Park

Eules, TX

Sept. 24

50	
Cody Dickey	Yam
Andy Folbre	Yam
James Cannon	Yam
Ernie Phillips	Yam
Ryan Connon	Yam
60	
Bradley Young	Kaw
Tommy Gunning	Kaw
Cody Dickey	Kaw
Mike Moore	Kaw
Andy Folbre	Kaw
80 BEG	
Adam Coco	Hon
Jason Brewer	Yam
Jason Graham	Kaw
Zack Christian	Suz
Michael Williams	Yam
80 JR	
Dusty Fountain	Kaw
Nathan Hale	Kaw
Scott Trimble	Suz
80 SR	
Rod Scholting	Suz
Daniel Patton	Kaw
Brent Davis	Suz
80 OPEN	
Dusty Fountain	Kaw
Nathan Hale	Kaw
Michael Dugger	Kaw
Daniel Patton	Kaw
Scott Trimble	Suz
125 BEG	
John Sheffield	Kaw
Scott Scholting	Suz
Jeff Weiss	Kaw
125 NOV	
John Carter	Suz
Ben Gary	Kaw
Bryce Compton	Kaw
Nick Box	Hon
125 OPEN	
Jeff Smith	Suz
John Carter	Kaw
Ben Gary	Suz
250 NOV	
Tim Weyandt	Suz
John Dragna	Hon
Rick Radford	Kaw
Robert Densford	Yam
250 OPEN	
John Dragna	Hon
Warren Burch	Hon
INT	
Rav Burgess	Kaw
Jeff Smith	Suz
EX	
Clay Hoenshell	Suz
Mike Kurz	Suz
Chris Daubitz	Kaw
Todd Bates	Kaw
T.J. Patel	Hon
25+	
Tommy Dickey	Yam
David Waldner	Hon
John Mulder	Hon
Jimmy Hopkins	30+
Bryan Moose	Kaw
Donald McMillon	Hon
C.J. Mullins	Hon
Joe Nicholson	Yam

Road Race

Talladega Grand

Prix Raceway

WERA

Taladega, AL

October 3

B/S/STK EX	
Walter Tray Batey	Kaw
Mike Reed	Kaw
Patrick J. Ludwig	Hon
Phillip Schroder	Suz
James Eric White	Suz
B PROD NOV	
Shane Clark	Hon
Lee Acree	Hon
David S. Davis	Hon
Mike Pogreba	Suz
Steve Raker	Hon
A/S/STK EX	
Walter Tray Batey	Kaw
David McGrath	Suz
Phillip Schroder	Suz
Jack Dupree	Suz
A PROD NOV	
Mark Monyette	Suz
Mike Pogreba	Suz
Lee Acree	Hon
Jamie Miller	Hon
Steve Raker	Hon
F-CLBMN	
125A	
Jan Fortune	Hon
Chris Taylor	Yam
VET A	
Chuck Hicks	Hon
Sonny Mitchell	Hon
Steve Barnett	Yam
25+ A	
Sonny Mitchell Hon	
Chuck Hicks	Hon
250A	
Jamie Frazier	Yam
Chris Taylor	Yam
Jan Fortune	Yam
Robbie Wakefield	Hon
250B	
Chris Amstead	Yam
John Polakowski	Hon
Richard Hoffa	Hon
Robert Gallaham	Hon
Jim Morris	Hon
125C	
Barry Richards	Kaw
Frankie McKinney	Suz

Motocross

Vosier Valley

MX Park

Eules, TX

Sept. 17

50	
Chris Warwick	Yam
Andy Folbre	Kaw
Brandon Thompson	Yam
Billy Goodwin	Yam
Andrew Jansing	Yam
60	
Blake Thompson	Kaw

Pat Rowland	Yam
Scott Mouser	Yam
Kevin Moore	Yam
Mike Upchurch	Yam
F-2 EX	
Patrick Moore	Hon
B/S/BKE EX	
James Eric White	Suz
Jack Dupree	Suz
Phillip Schroder	Suz
Dr. James Batey	Hon
Avery Clark	Yam
B/S/BK NOV	
Rusty Williams	Hon
David Davis	Hon
Timothy Chaney	Hon
Mike Carroll	Hon
Mike Pogreba	Suz
U/L TW EX	
Jeff Reeves	Duc
Morris Foor	Yam
Douglas Pedrick	Duc
U/L TW NOV	
Bill Locke	J-D
Michael Shawn Snow	Hon
Ronald Fairley	Hon
Chuma Hunter-Gault	NT
Michael Cummings	Yam
F-1 EX	
David McGrath	Suz
Patrick Ludwig	Hon
James Eric White	Suz
Scott Brown	Hon
Dr. James Batey	Hon
F-1 NOV	
Mike Carroll	Hon
Mike Pogreba	Suz
Lee Acree	Kaw
David Davis	Hon
William Lee Moffett II	Kaw
Andrew Tomlinson	Yam
Pat Rowland	Yam
Scott Mouser	Yam
Kevin Moore	Yam
Chad Davis	Yam
C/S/BK EX	
Grant Lopez	Hon
Patrick Ludwig	Hon
Dr. James Batey	Hon
Avery Clark	Yam
Barry Campbell	Yam
C/S/BK NOV	
Rusty Williams	Hon
Alan Abercrombie	Hon
David Davis	Hon
Sean Dillon	Suz
Tim Shaver	Hon

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Sept. 26

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125B	
Jake Stanley	Kaw
Chris Anstead	Kaw
Tony Rice	Kaw
25+ B	
D.D. Colley	Kaw
Allen Davidson	Yam
Terry Woody	Hon
30+ B	
Rob Racer	Yam
Scott Wood	Yam
Rocky Halcombe	Kaw
David Wilcox	Hon
Jim McGreehan	Hon
50	
Dean Day	Yam
Billy Jones	Yam
David Mitchell	Yam
Jeb Gaskill	Yam
Randy Jones	Yam
60	
Isha Wood	Kaw
A.J. Holmes	Kaw
Wesley Alexander	Kaw
80 7-11	
Max Glass	Yam
Todd Holt	Hon
Terry King	Kaw
Isha Wood	Suz
80 12-13	
Josh Wood	Yam
Jeff Day	Yam
Mike Ford	Kaw
Barry McCalsen	Yam
80 14-15	
Chad Holt	Yam
OPEN B	
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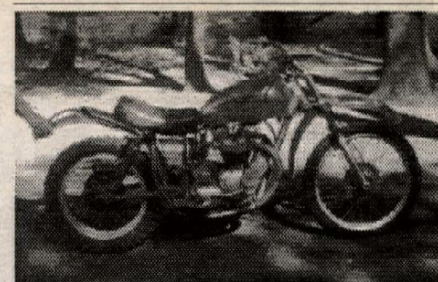
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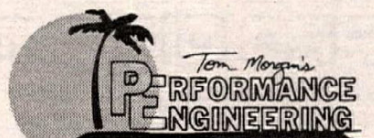
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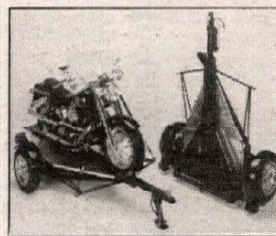
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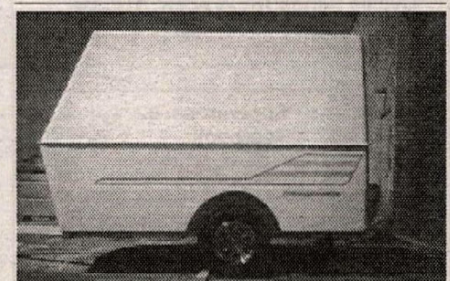
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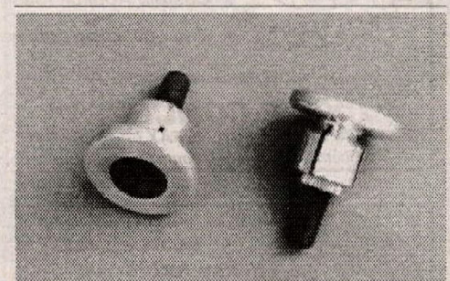
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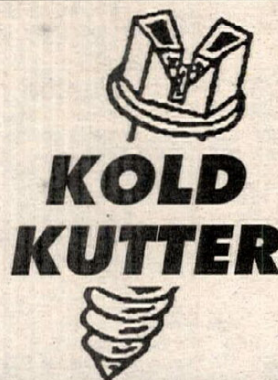
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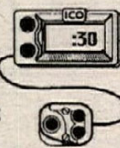
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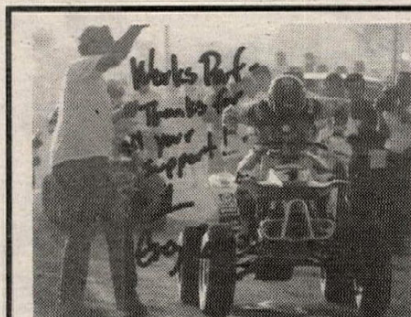
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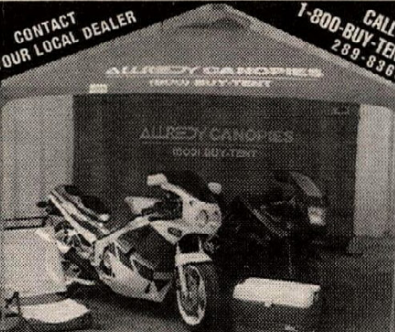
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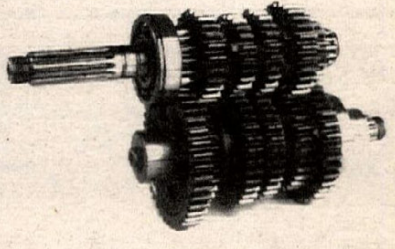
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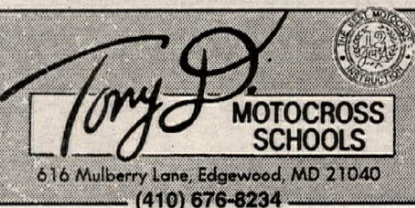
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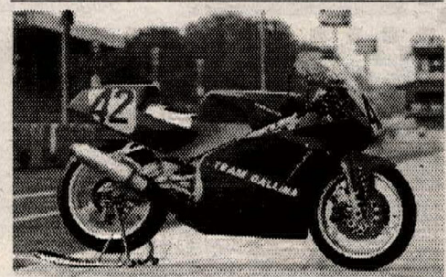
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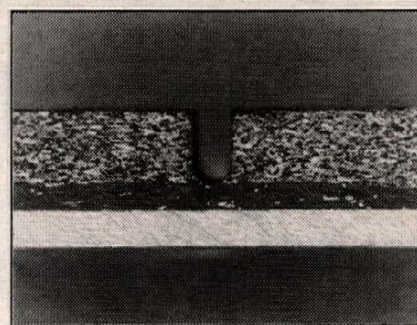
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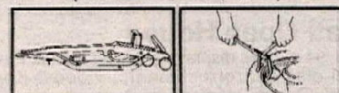


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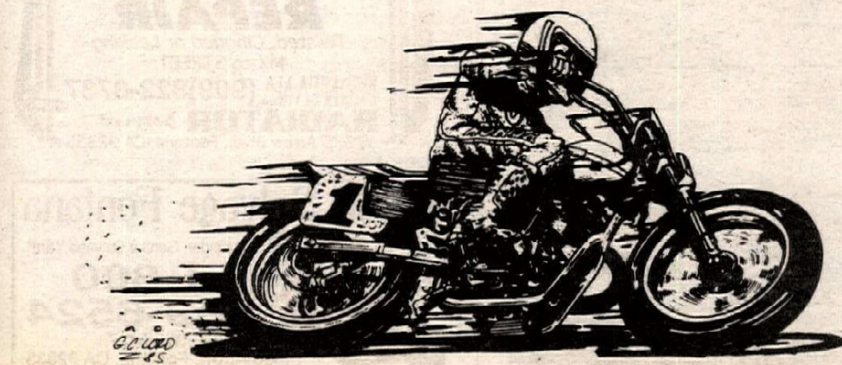
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